

# Transportation Future



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GOVERNMENTS

Interstate 10-Hassayampa Valley

May 31, 2006

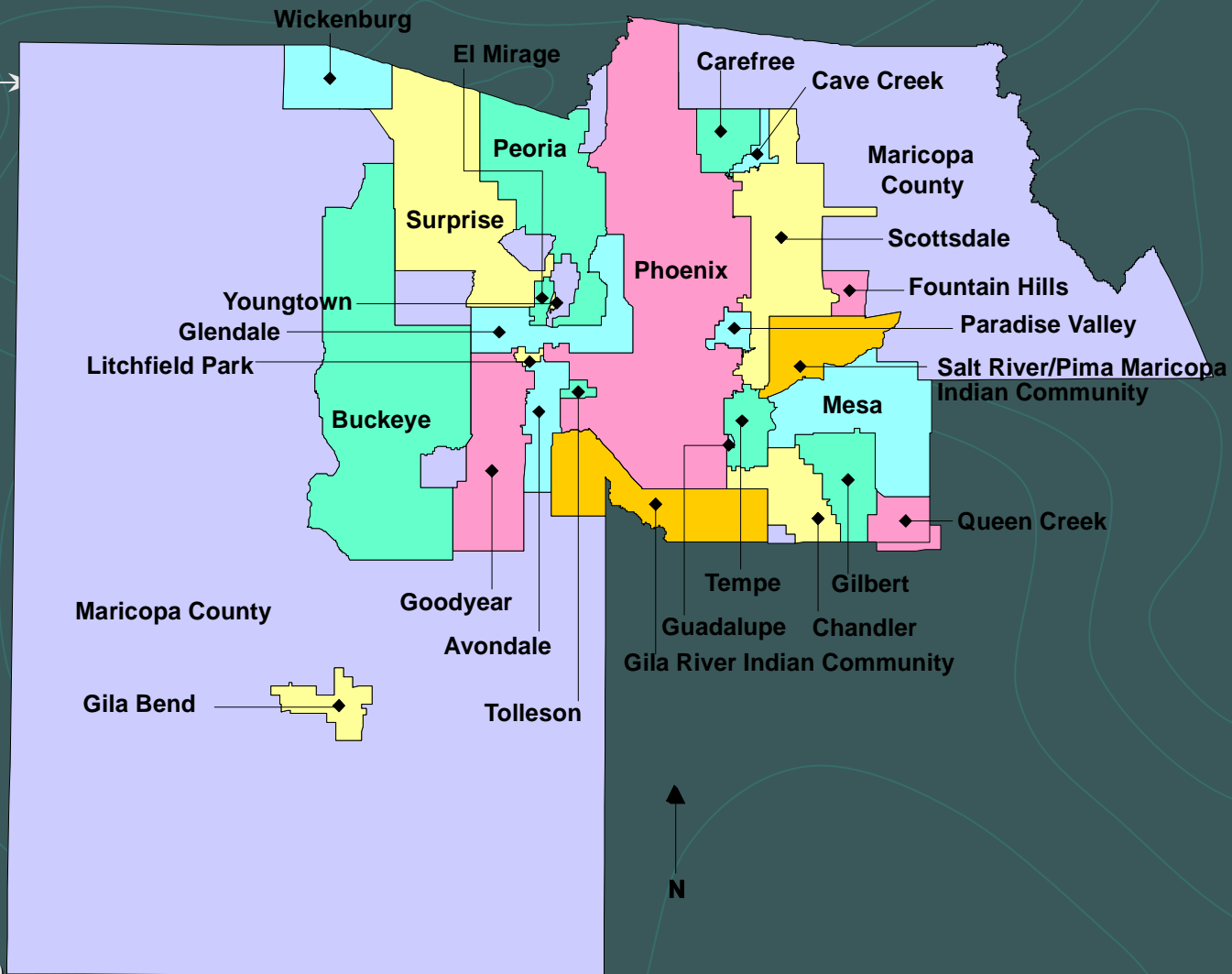
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What is MAG



Maricopa Association of  
Governments

# MAG Member Agencies

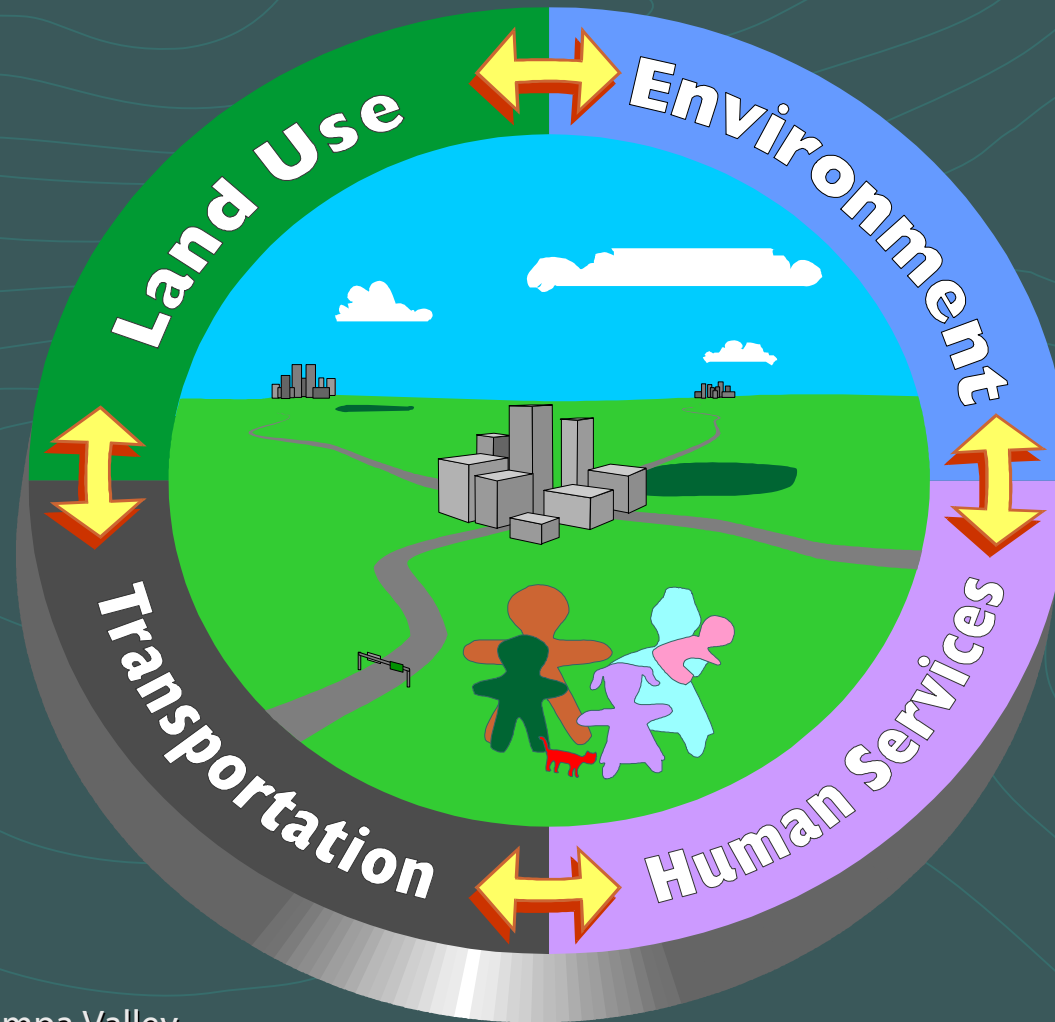


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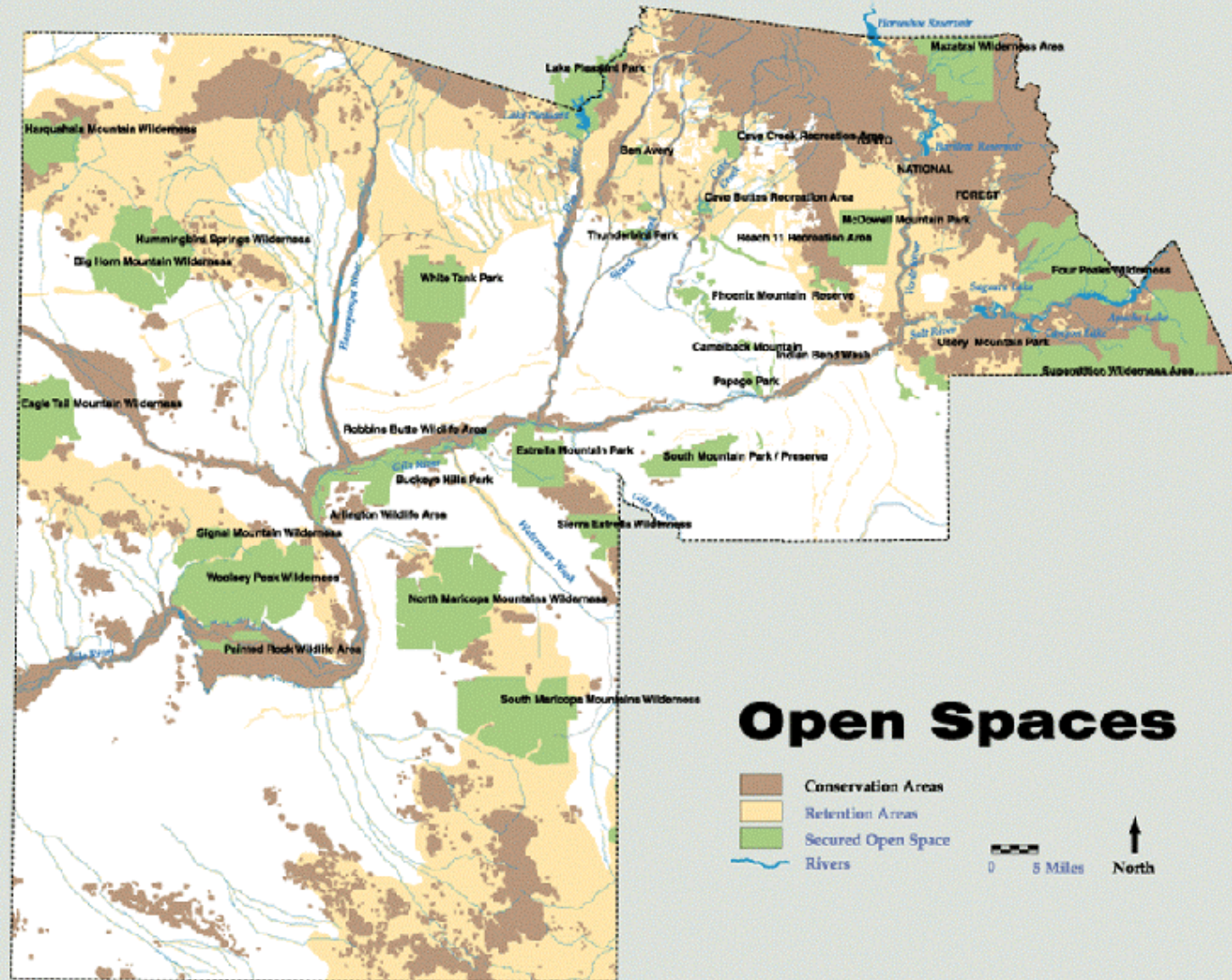
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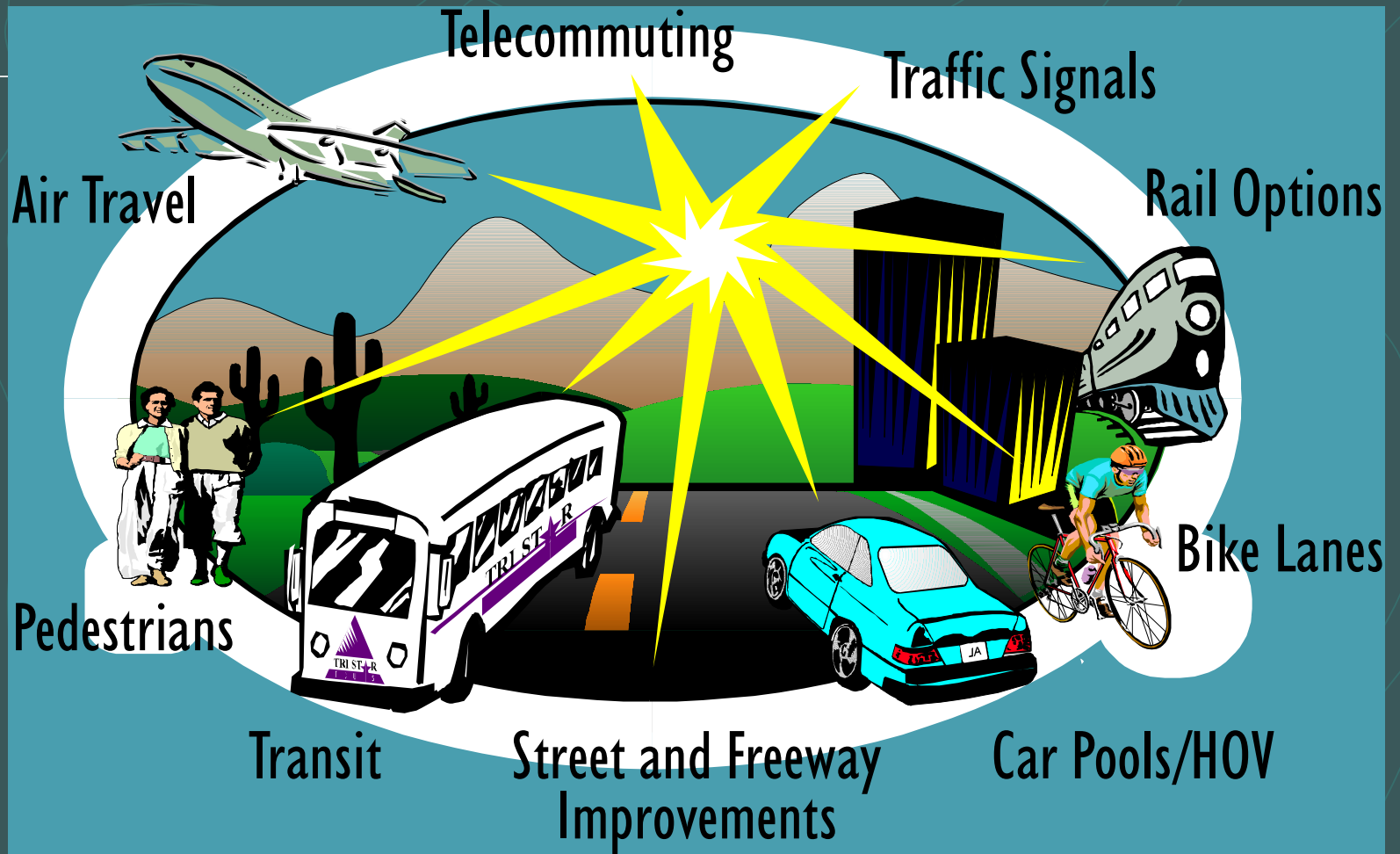
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# Regional Development



# Transportation





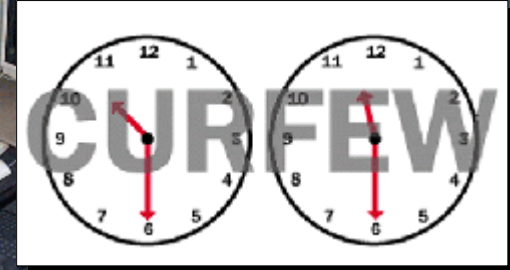
# Environmental Programs

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# Human Services



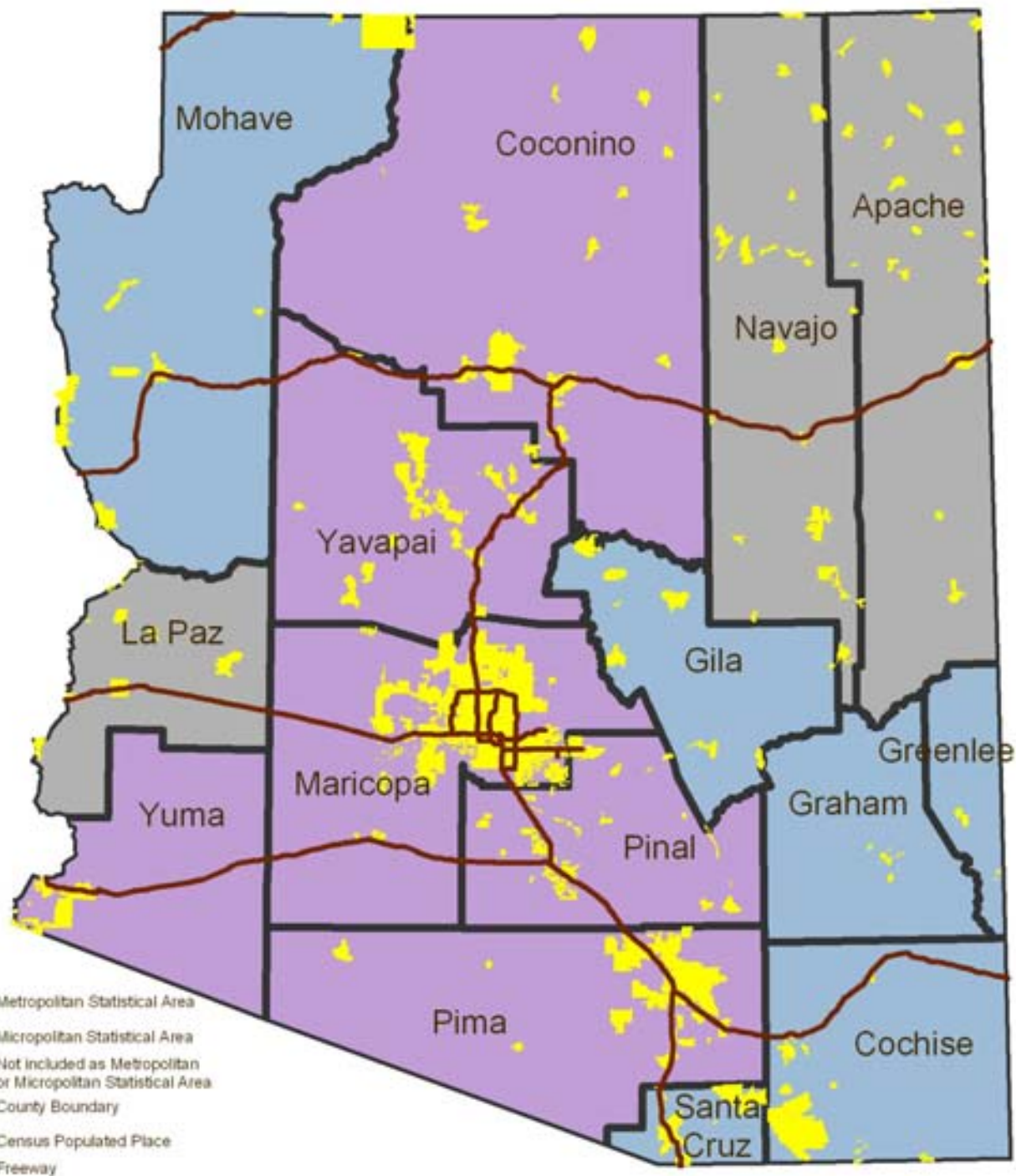
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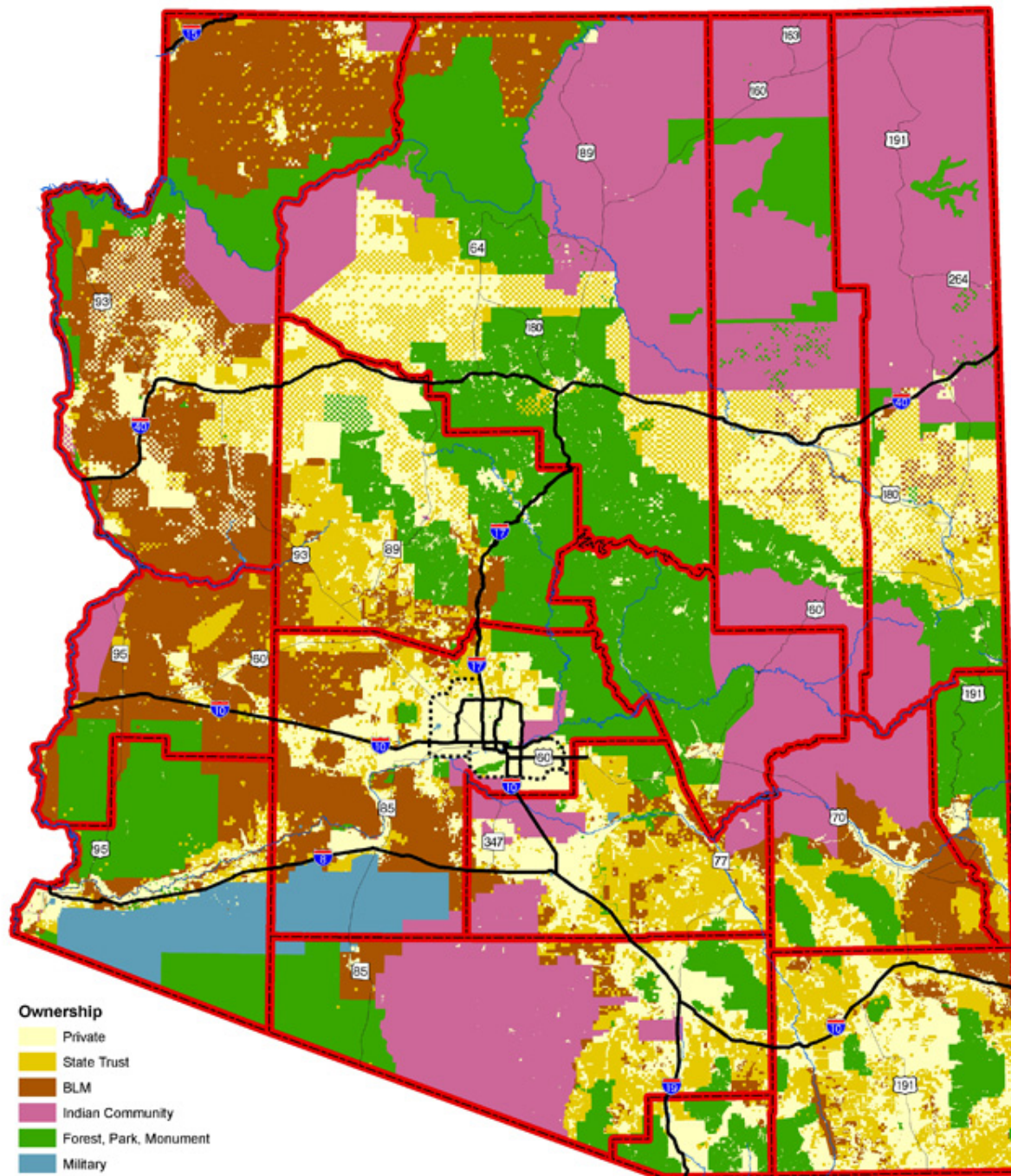


# Arizona Growth Impacts and Challenges

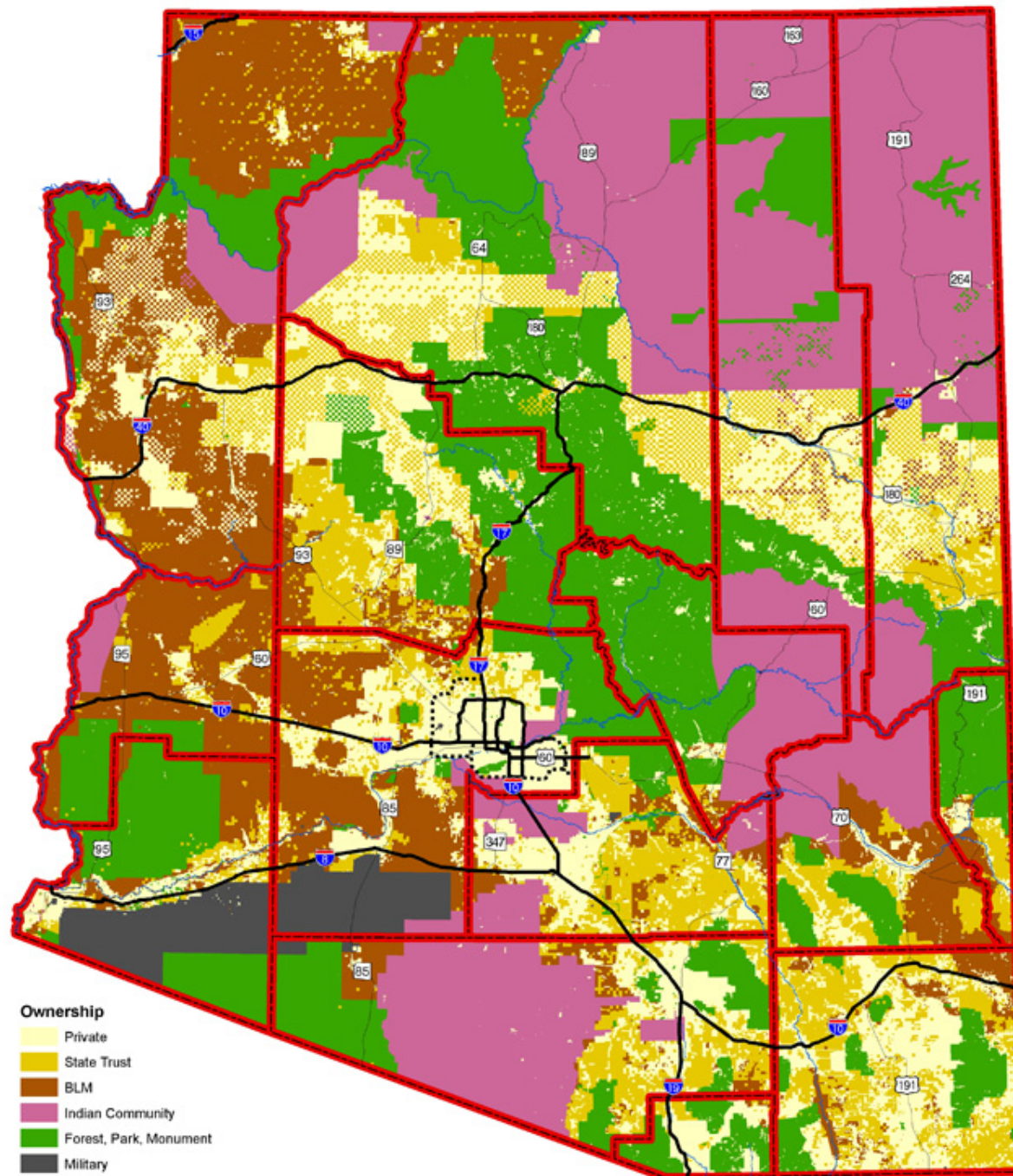
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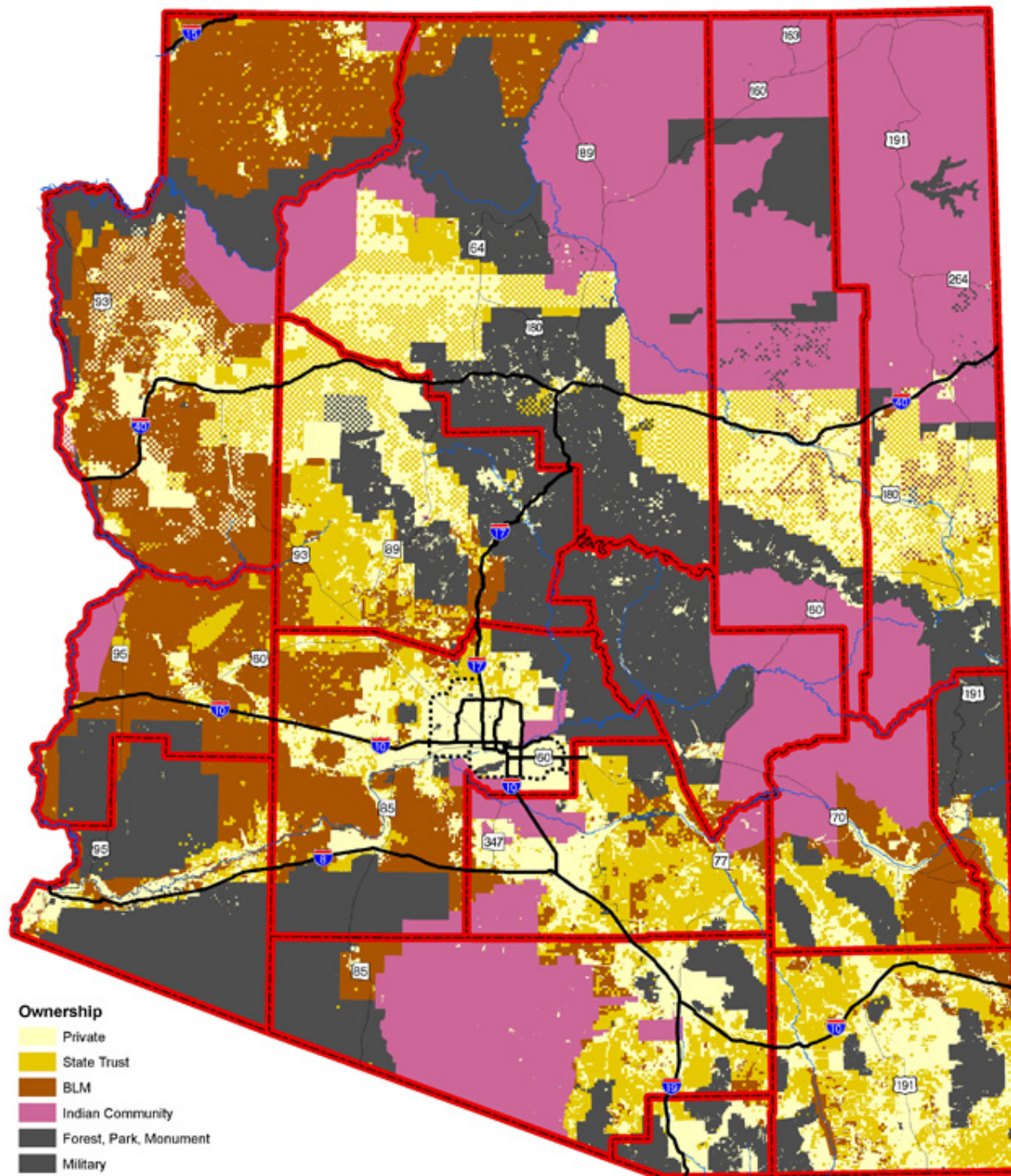




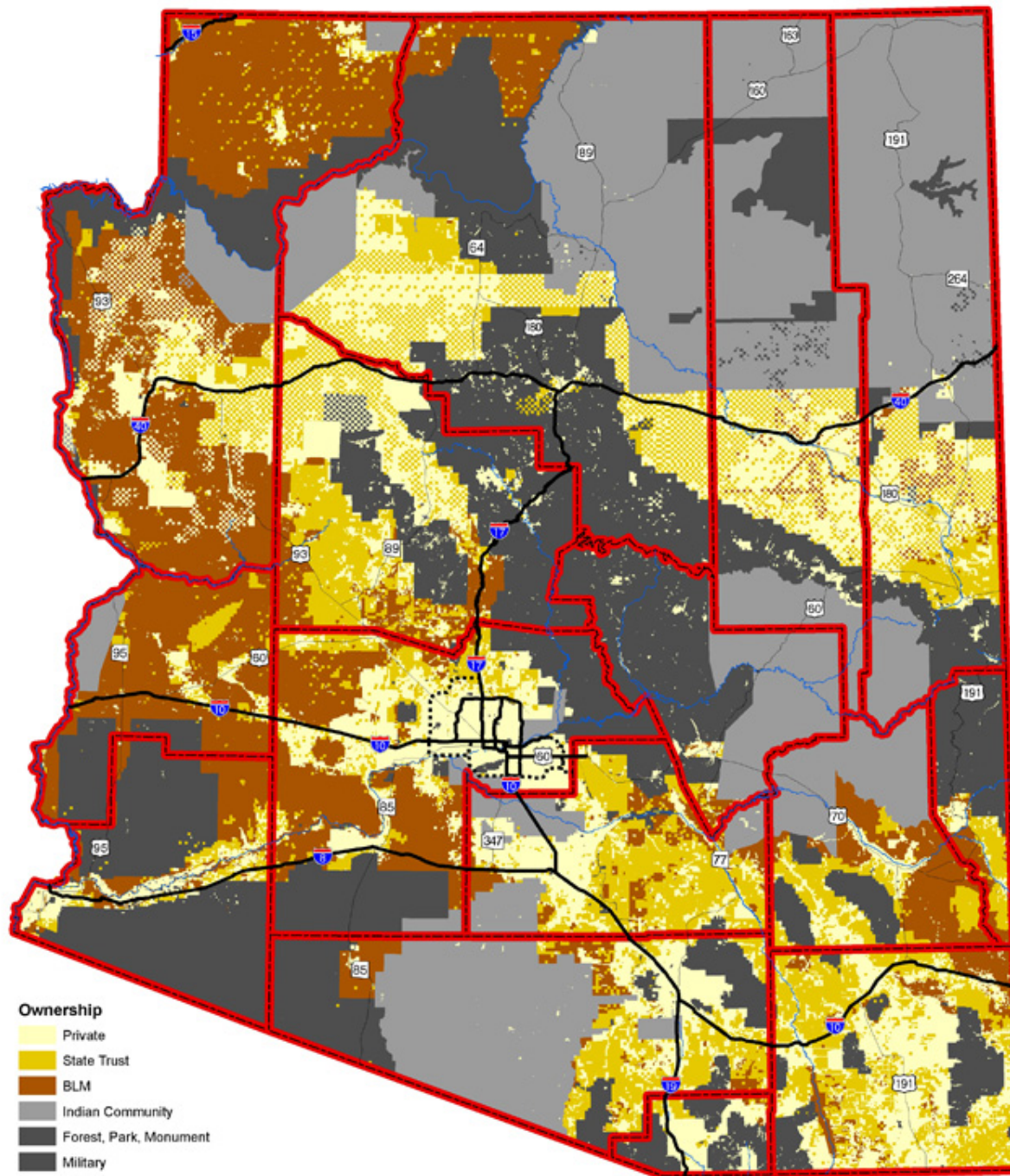


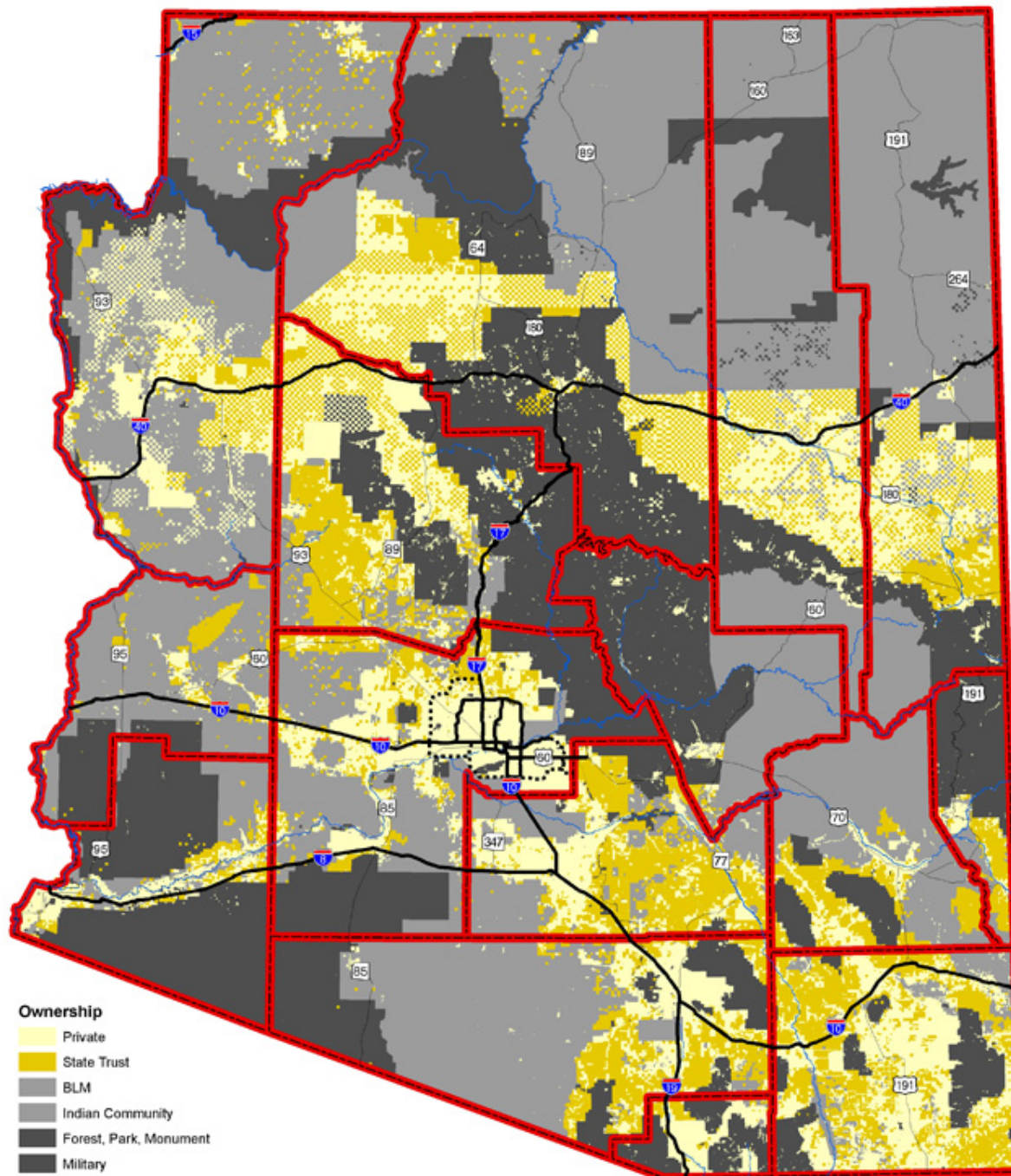




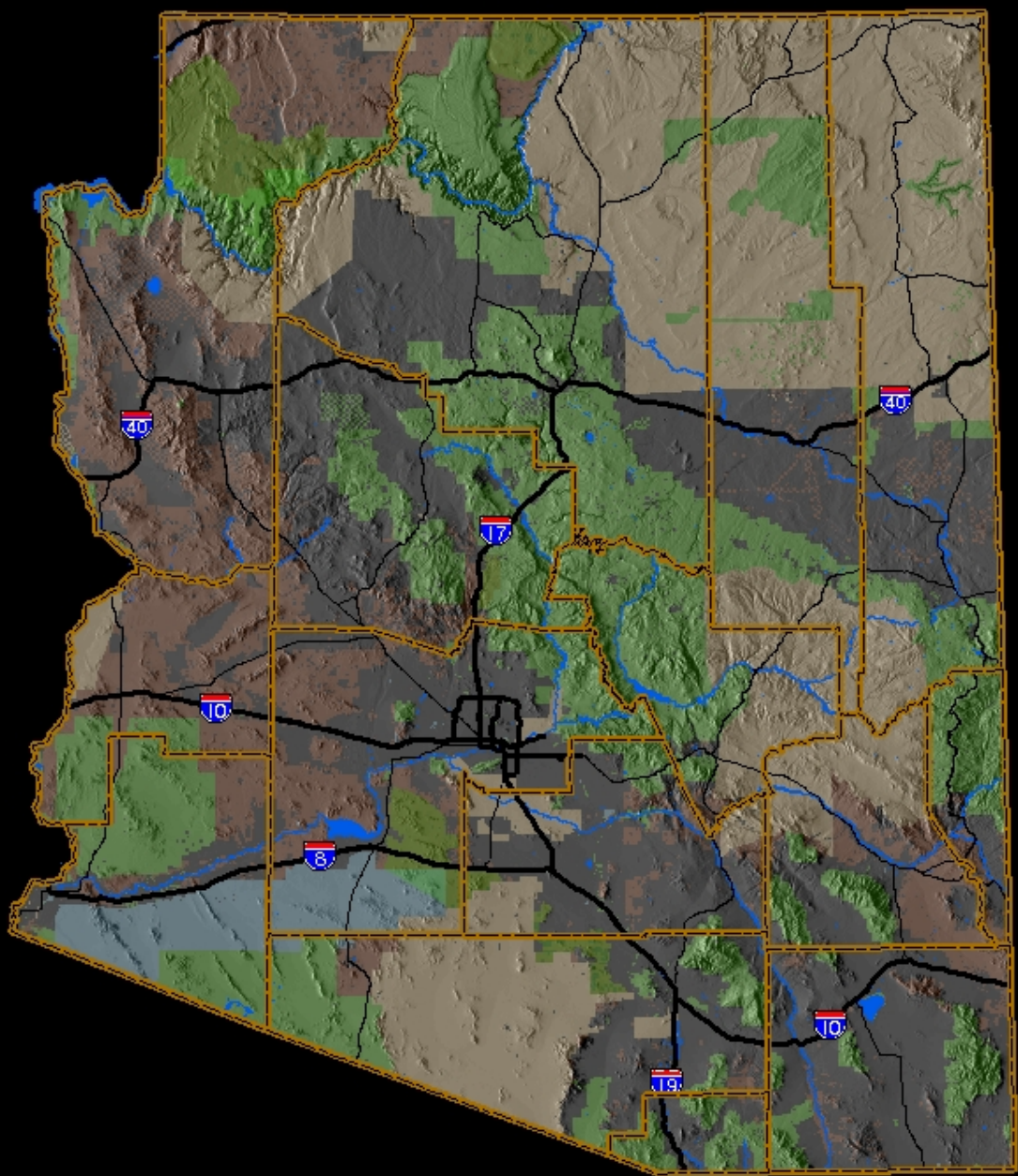




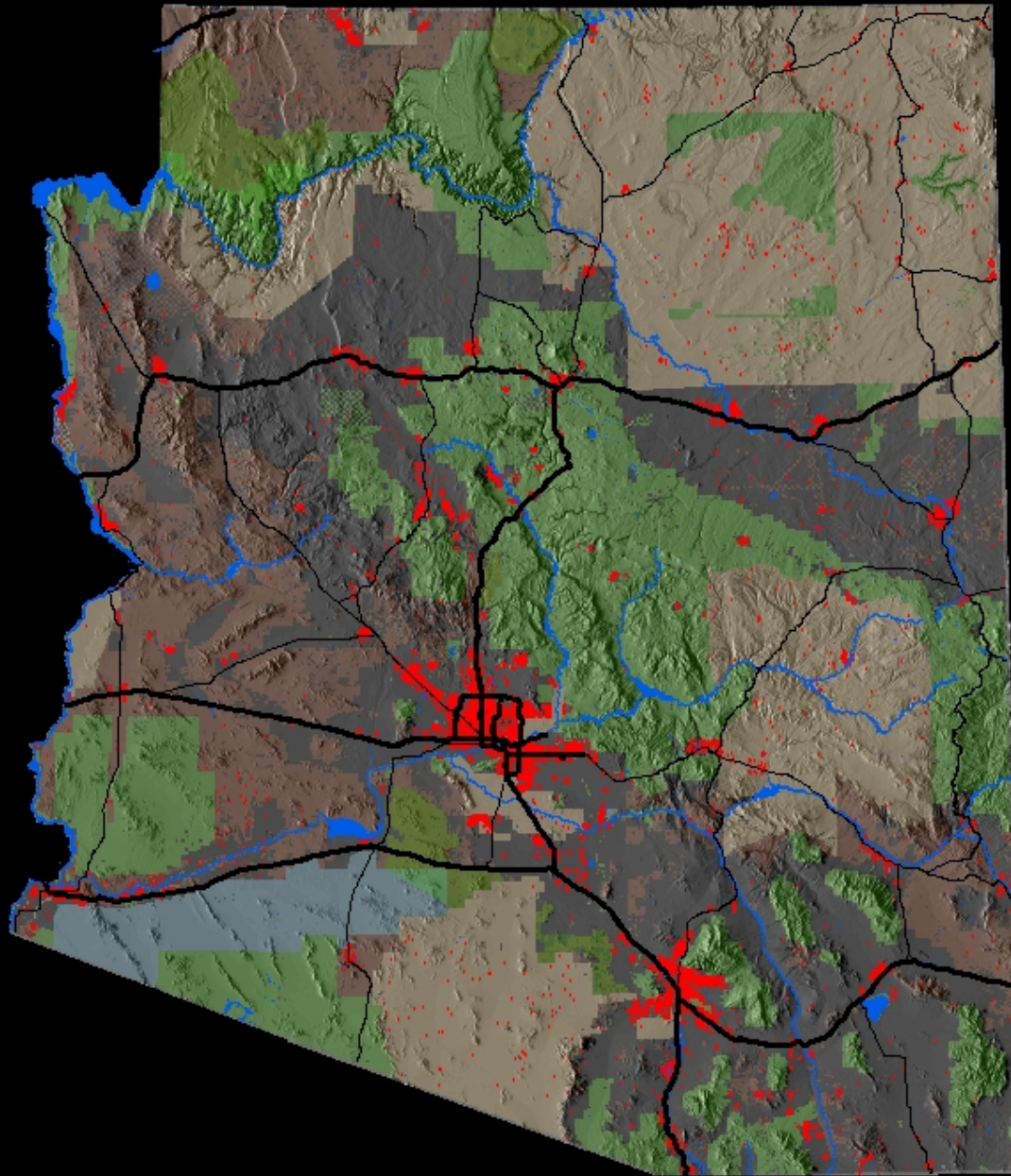






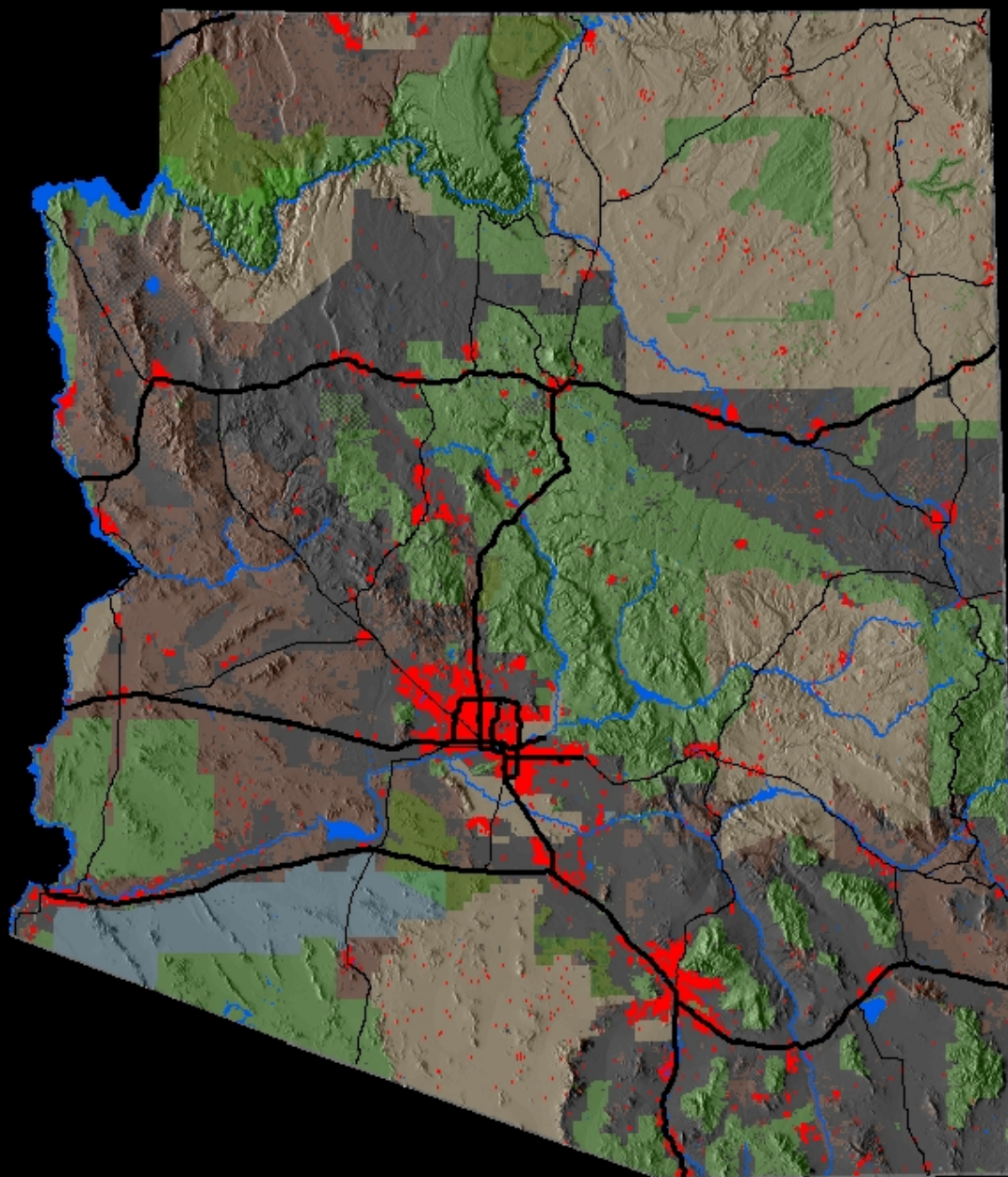


2000



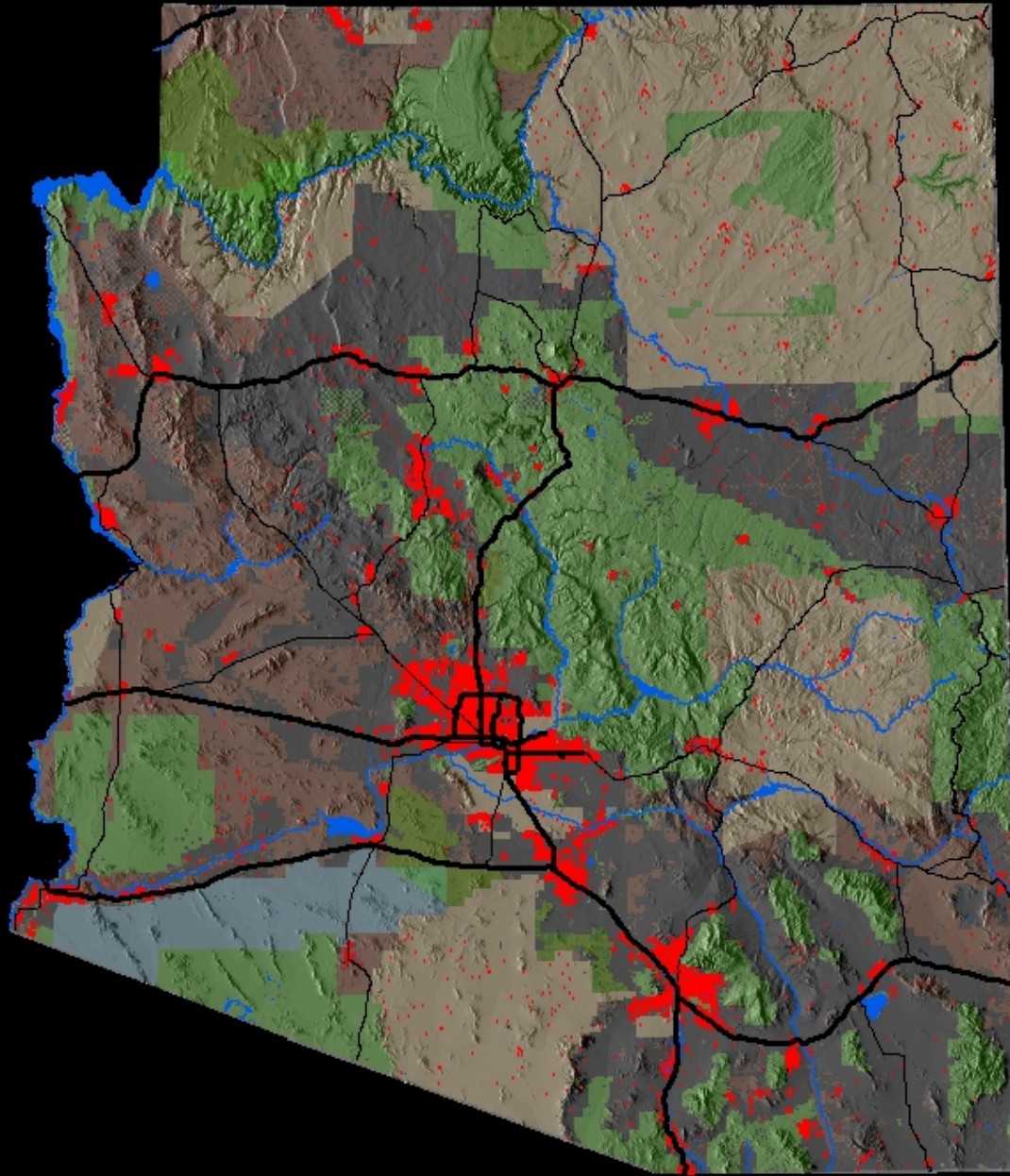


2010

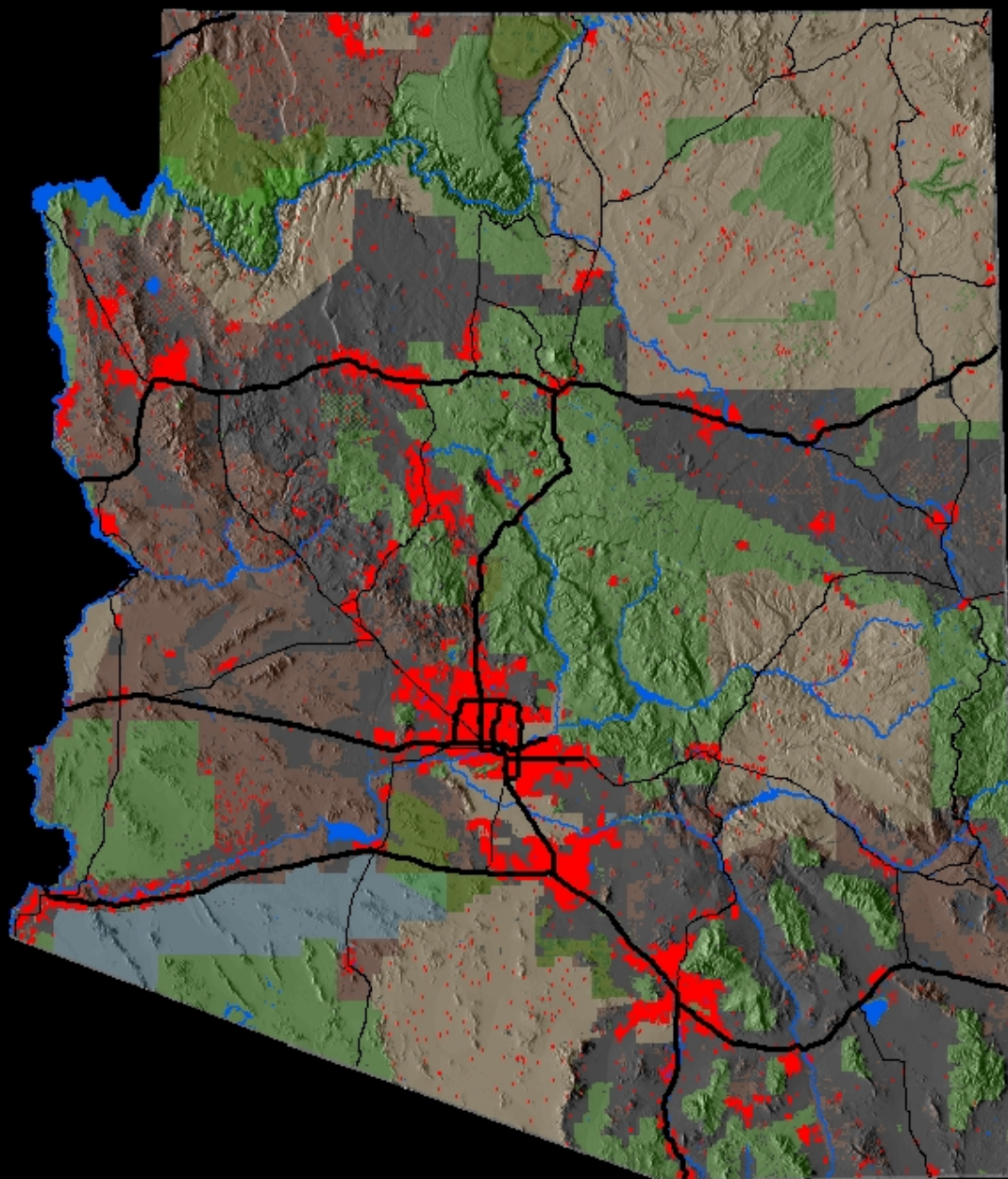




2020

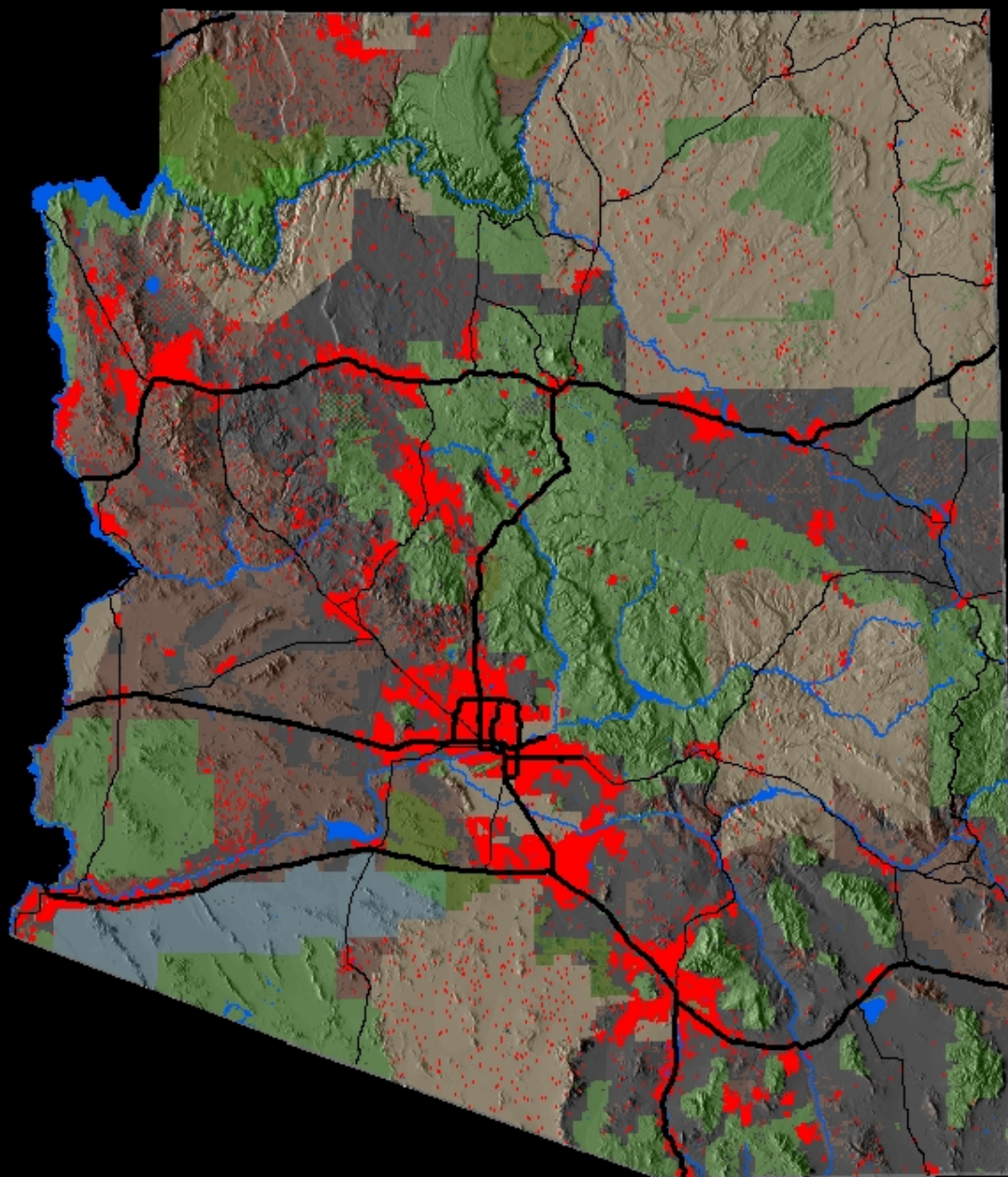


2030

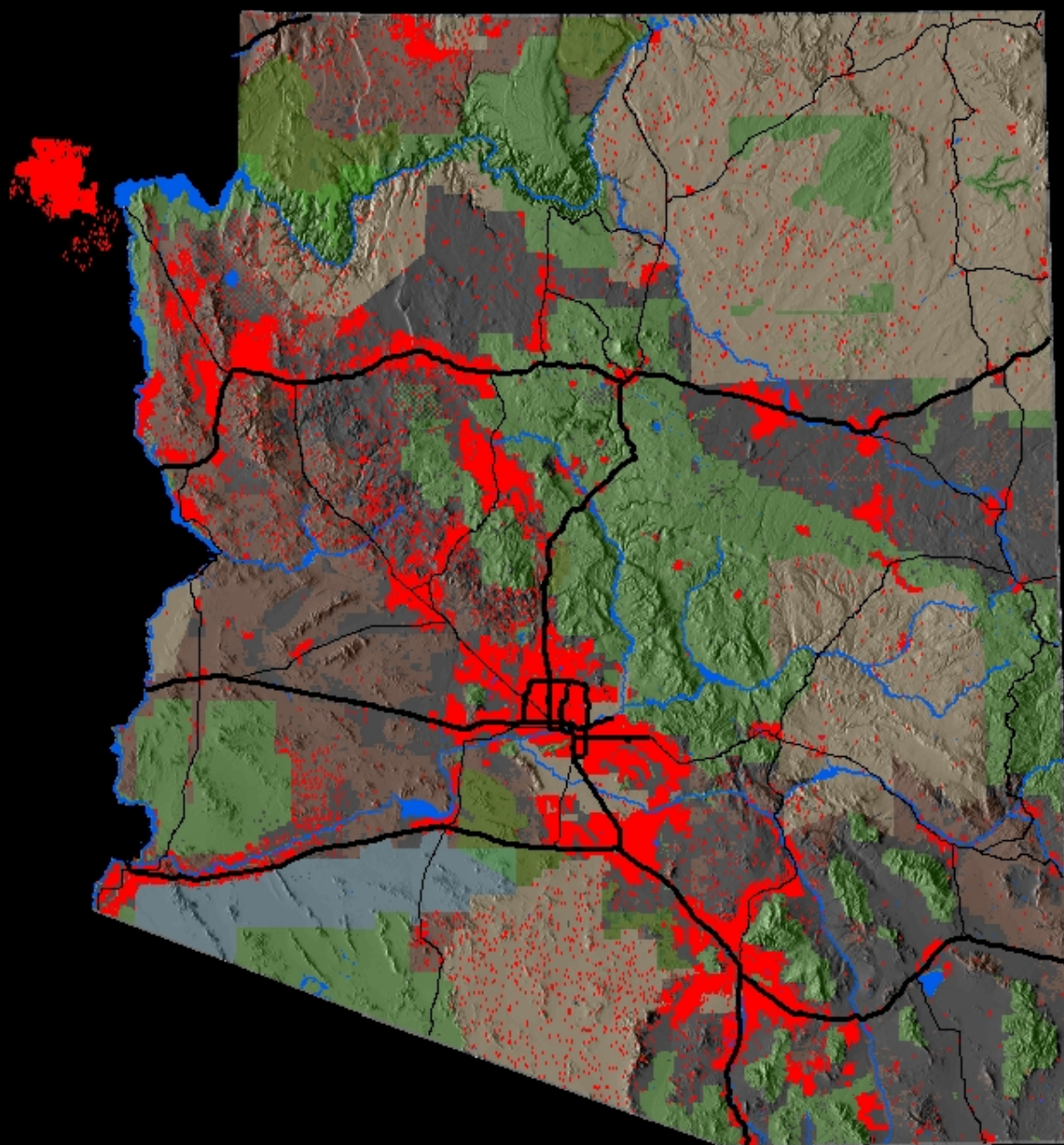




2040



2050



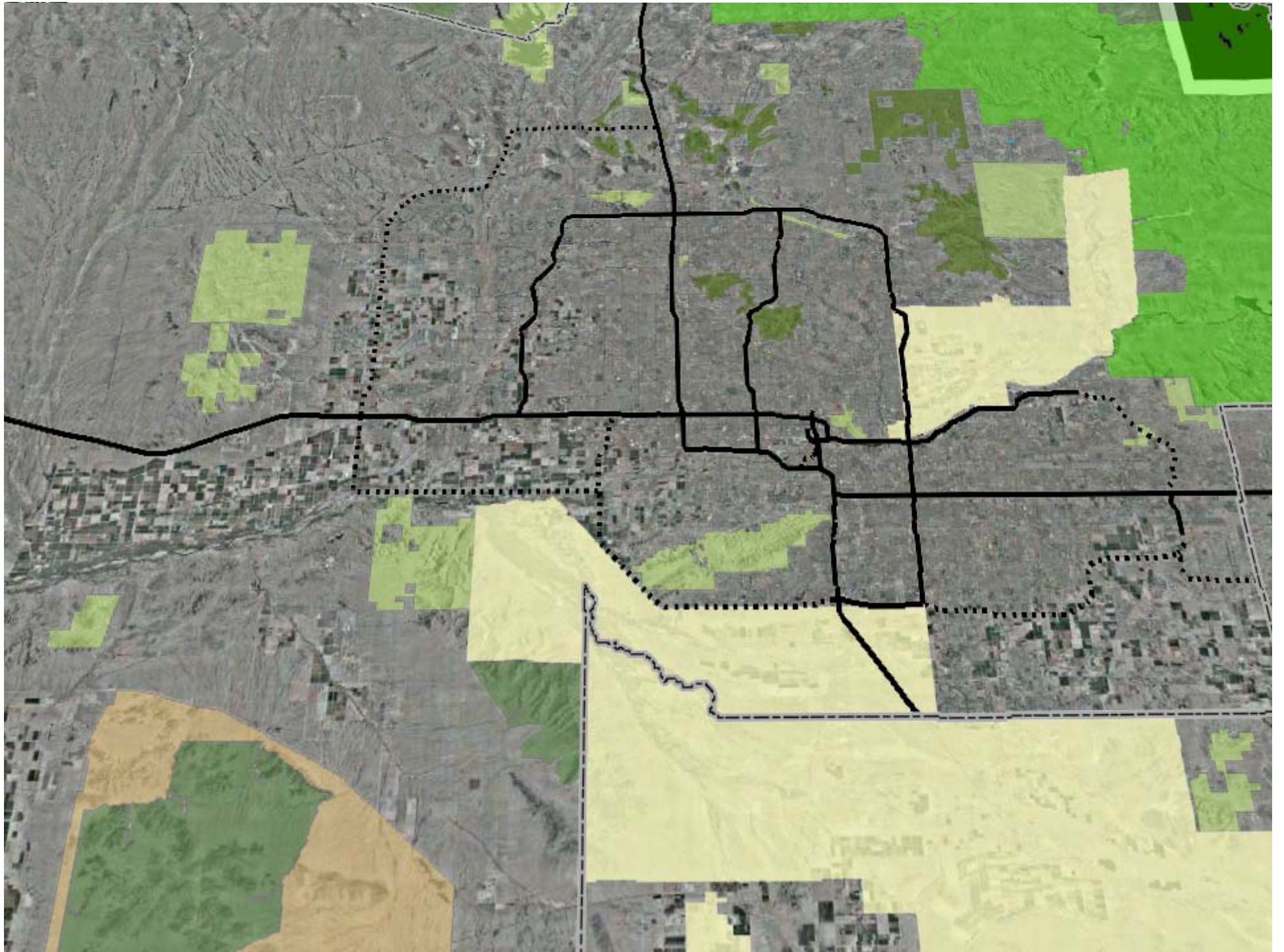


# Growth Trend

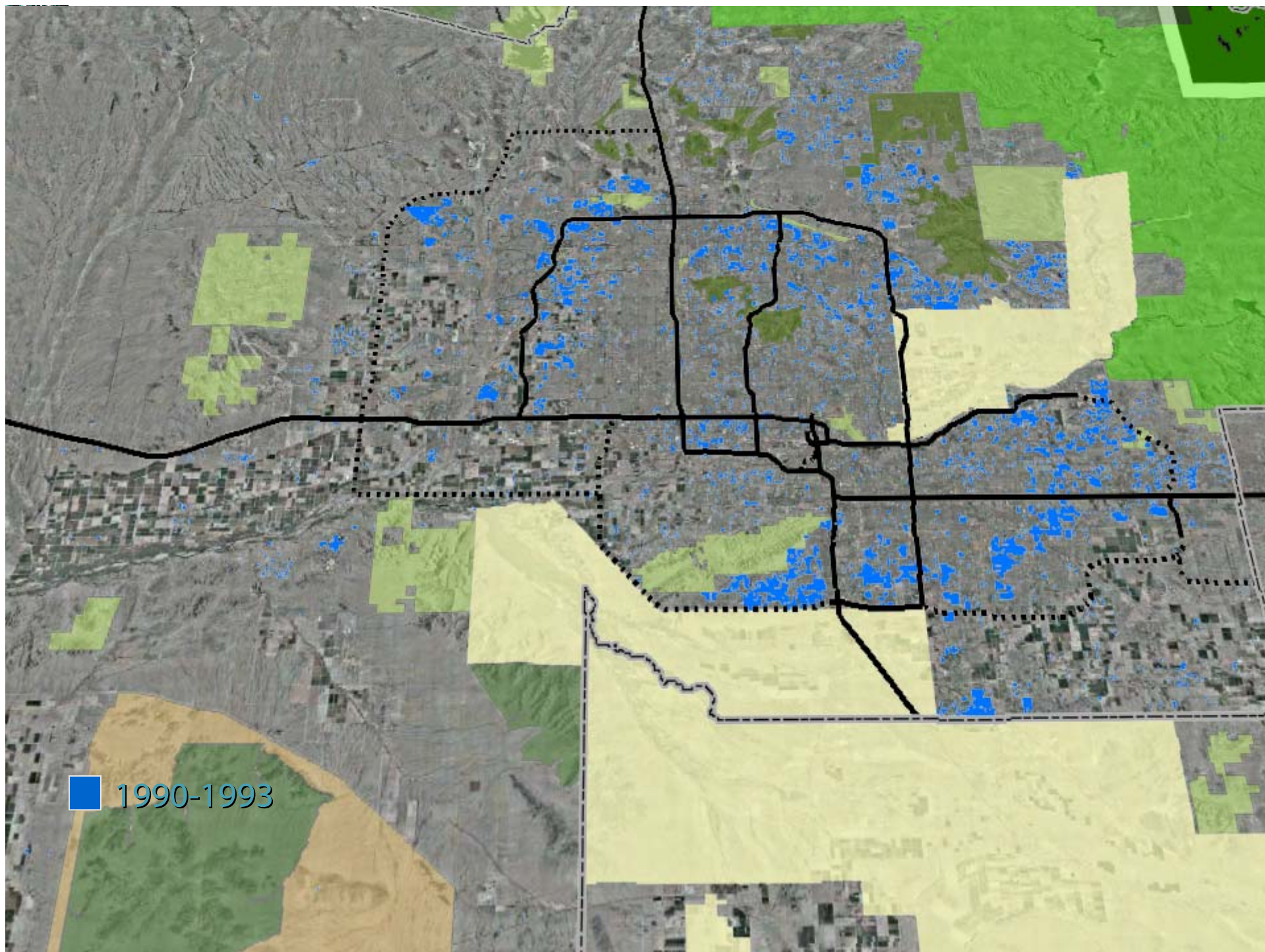


## Metropolitan Phoenix

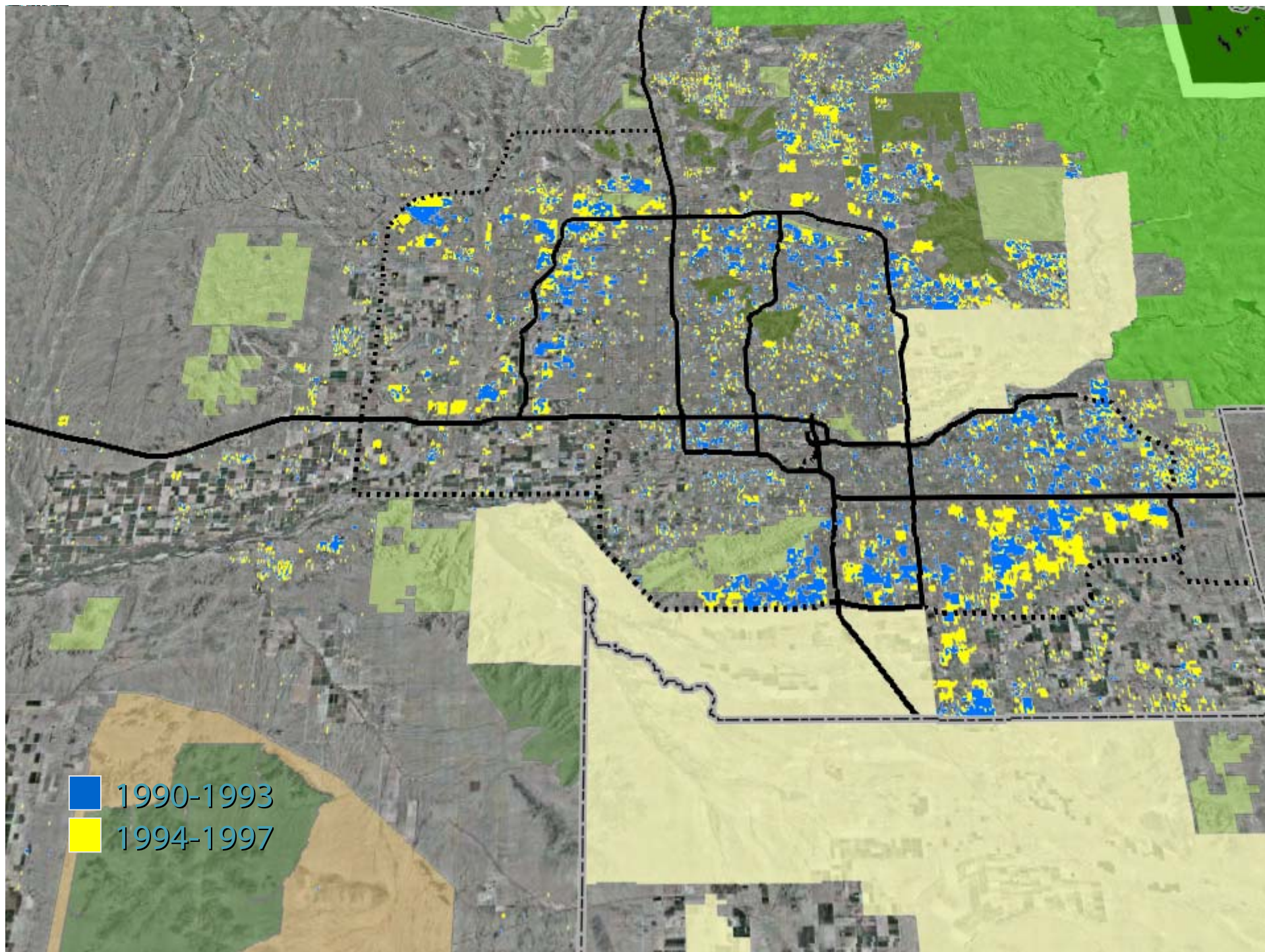




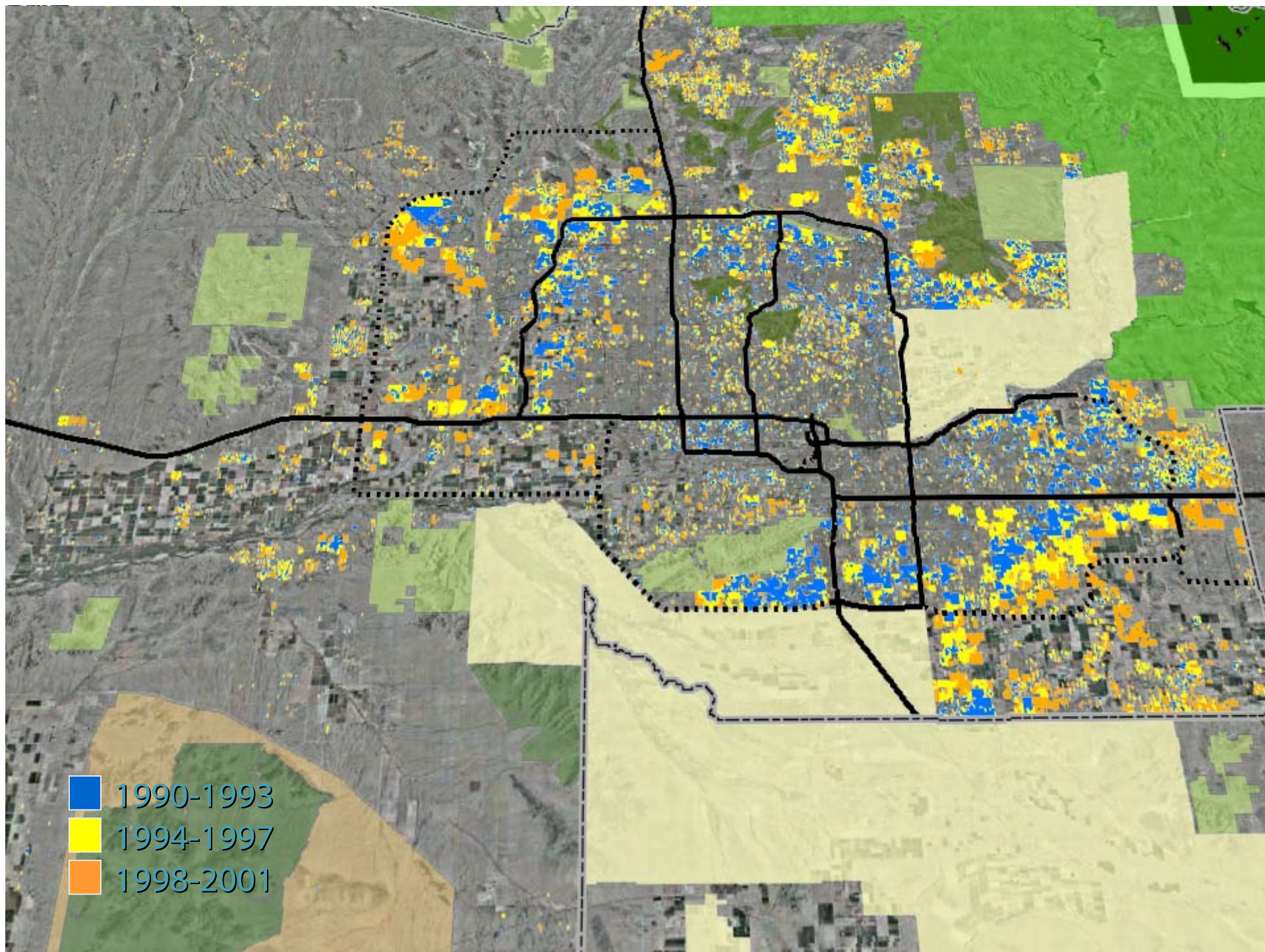




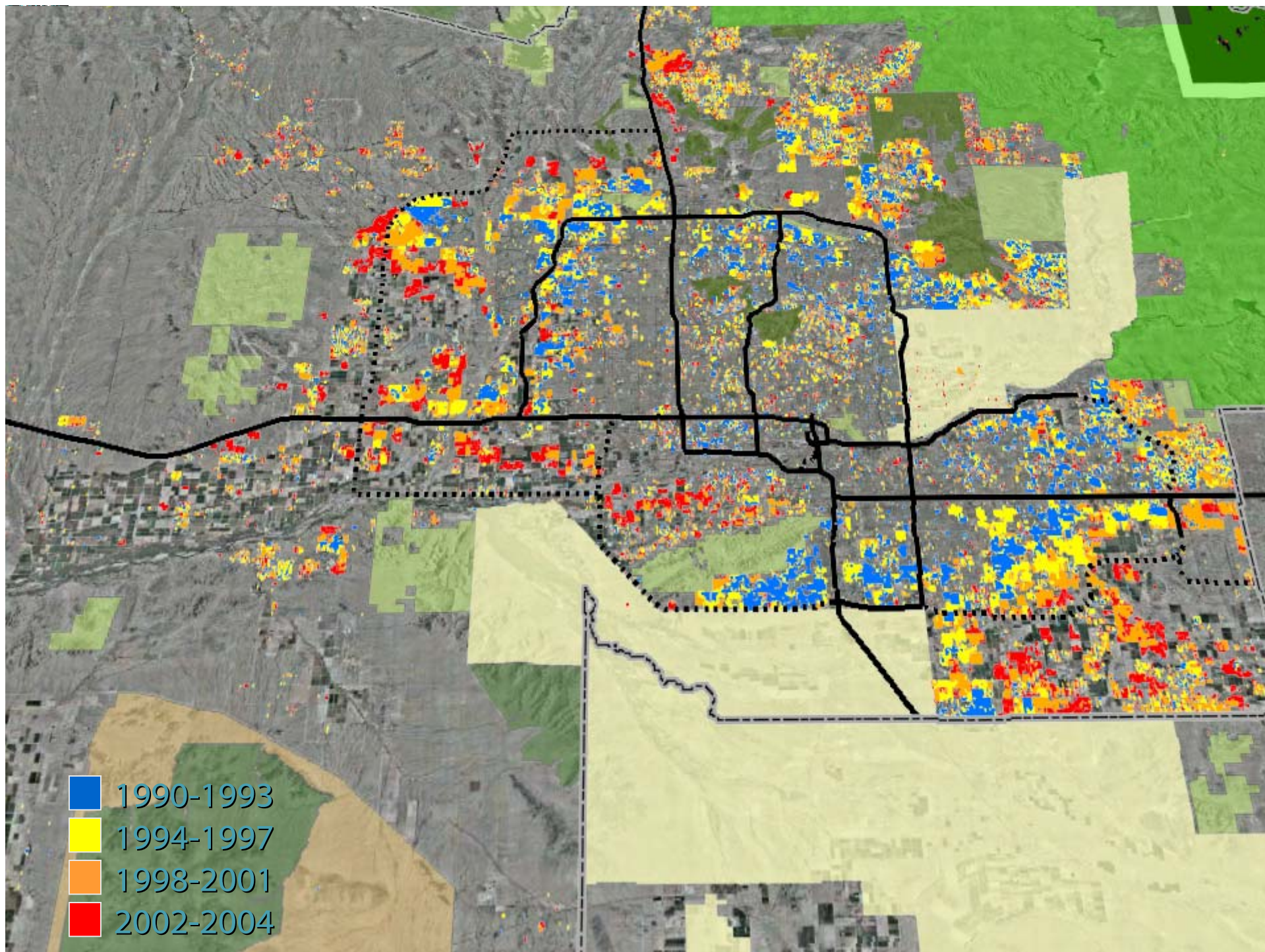












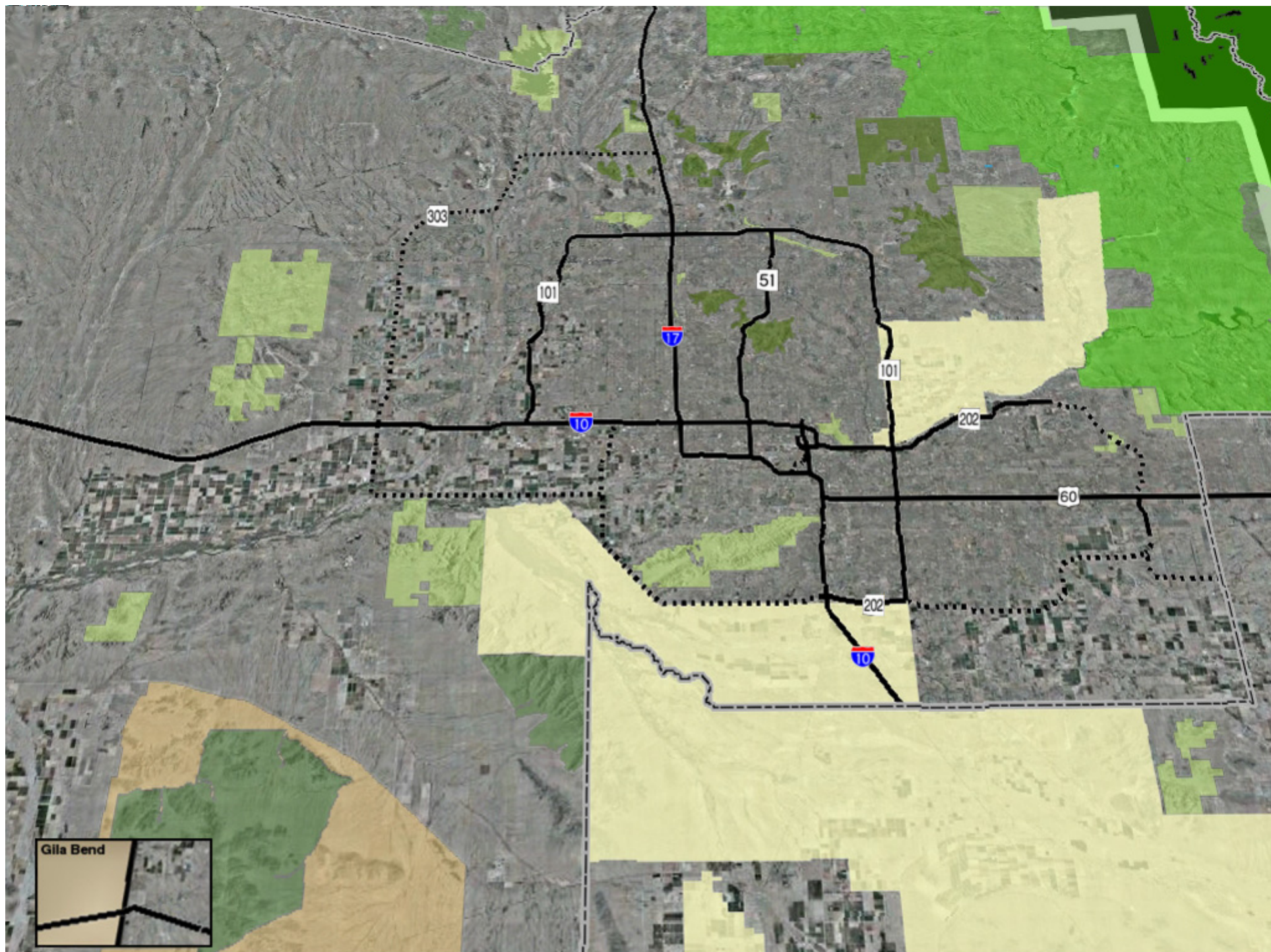


# Growth Type

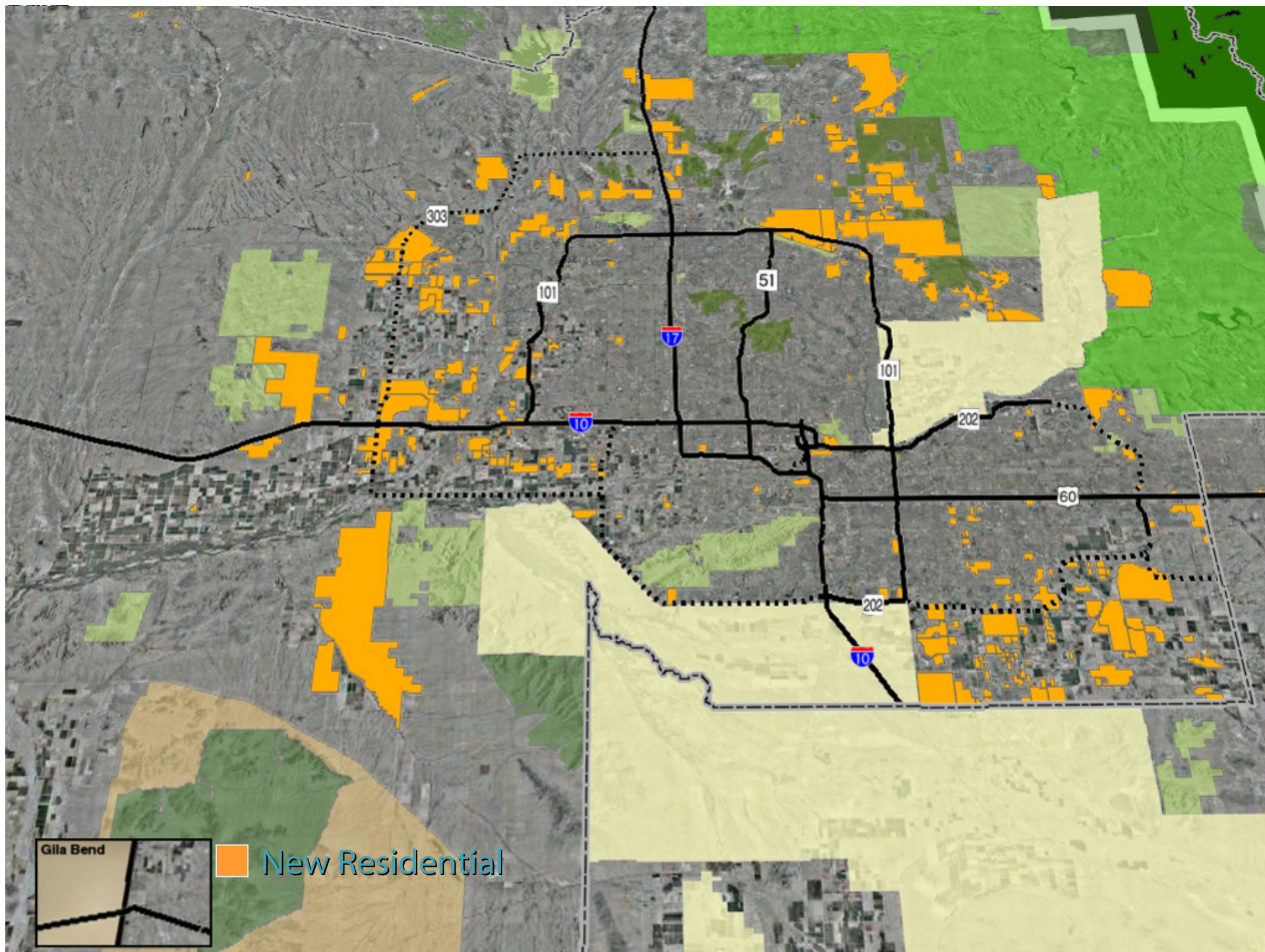


Metropolitan Phoenix

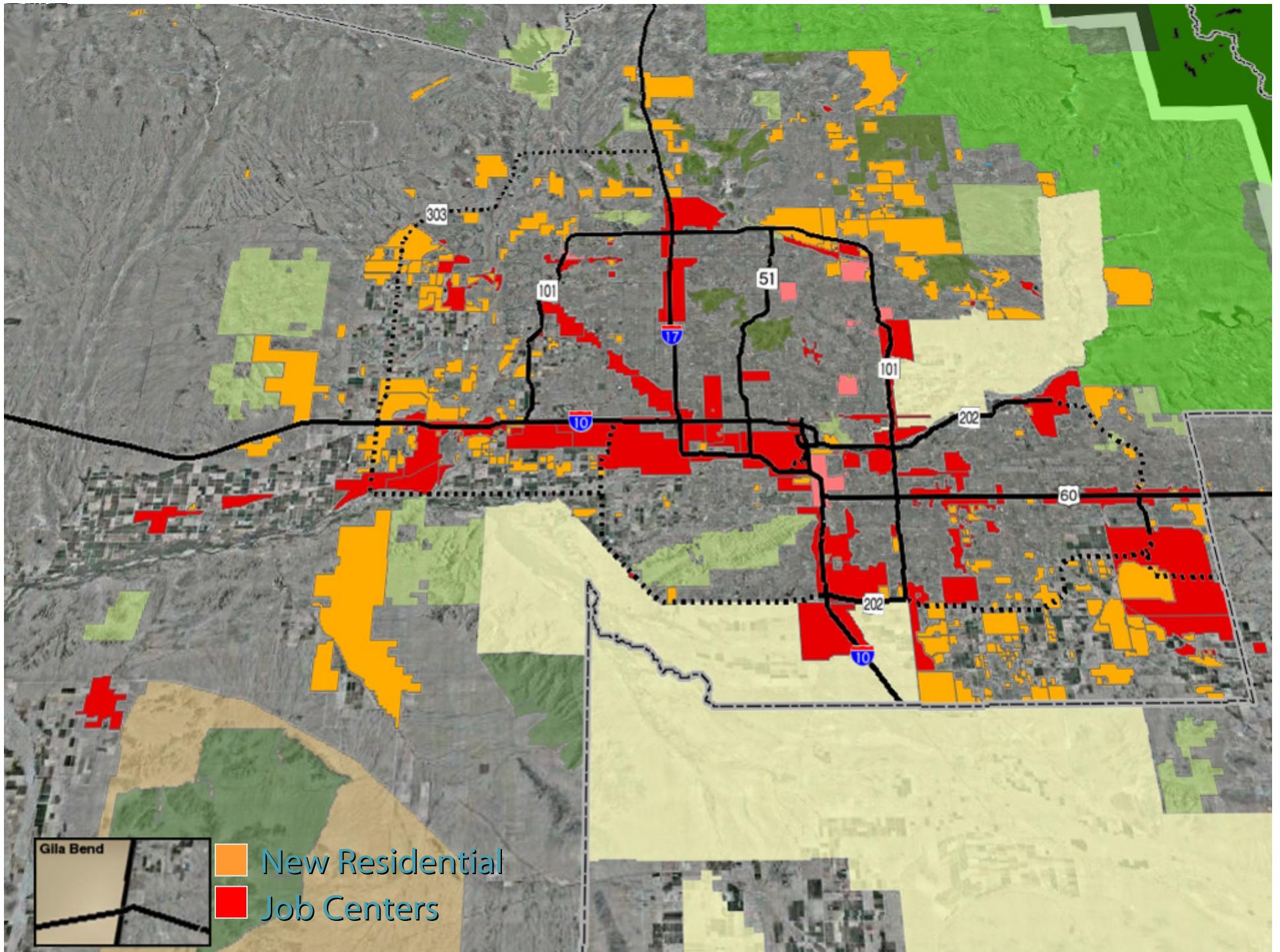




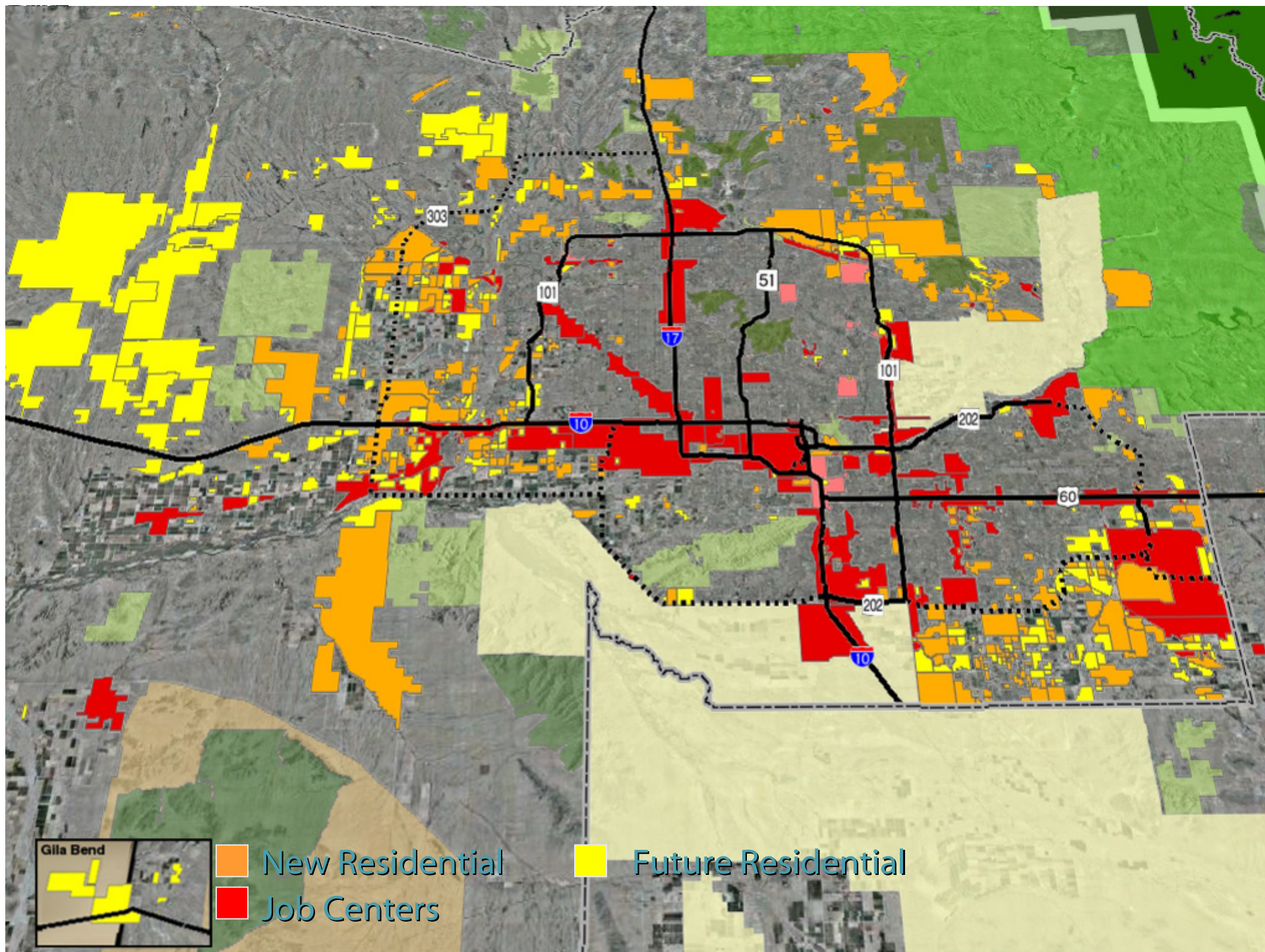




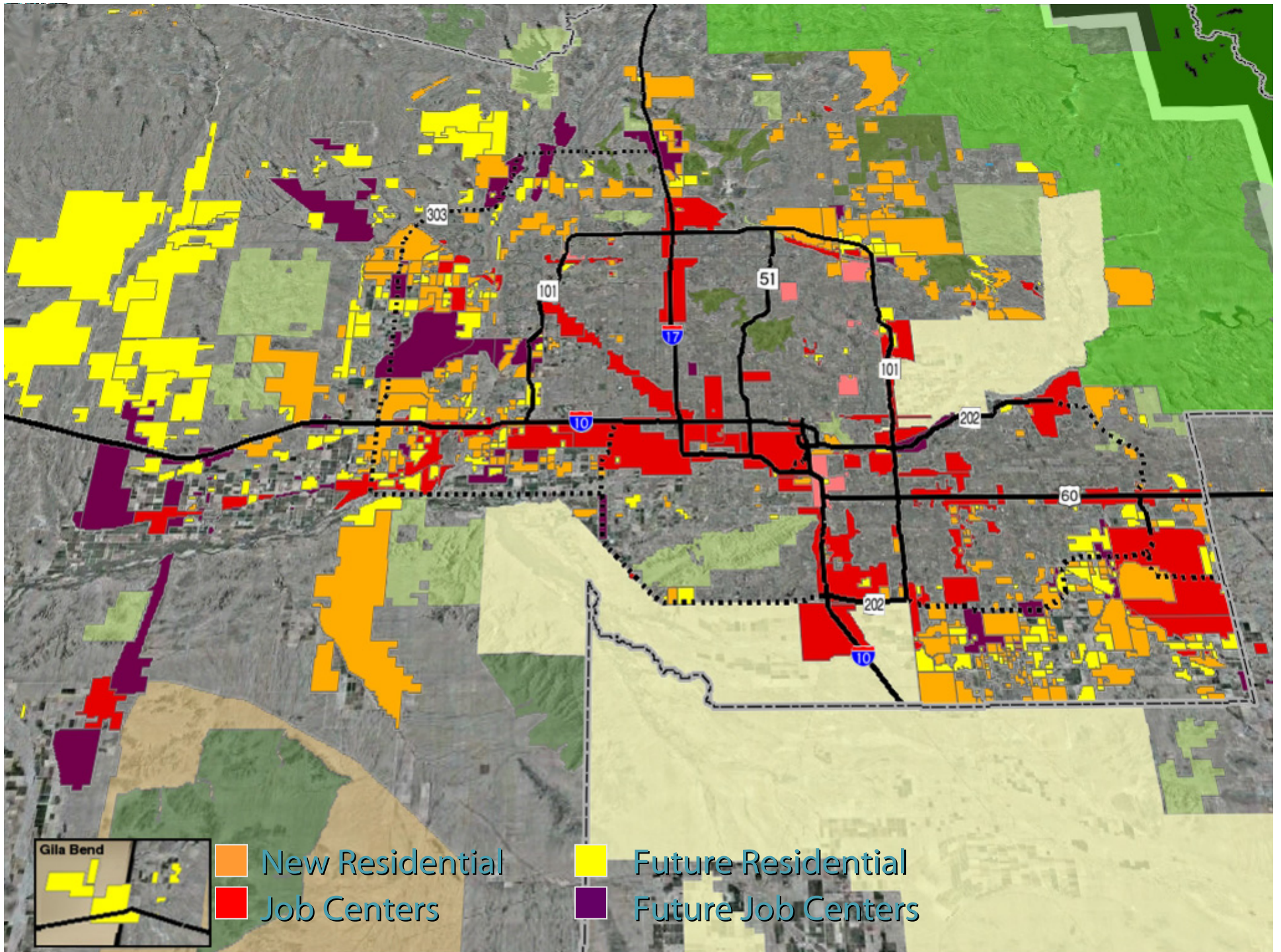






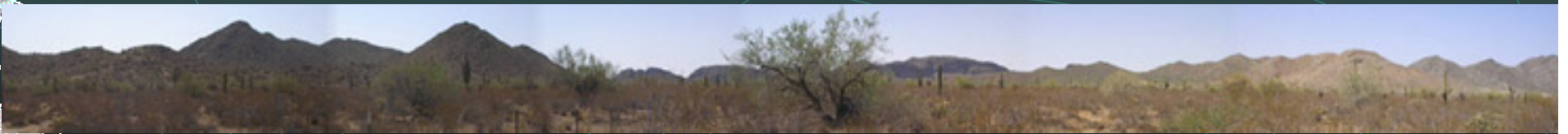








# West Valley Growth

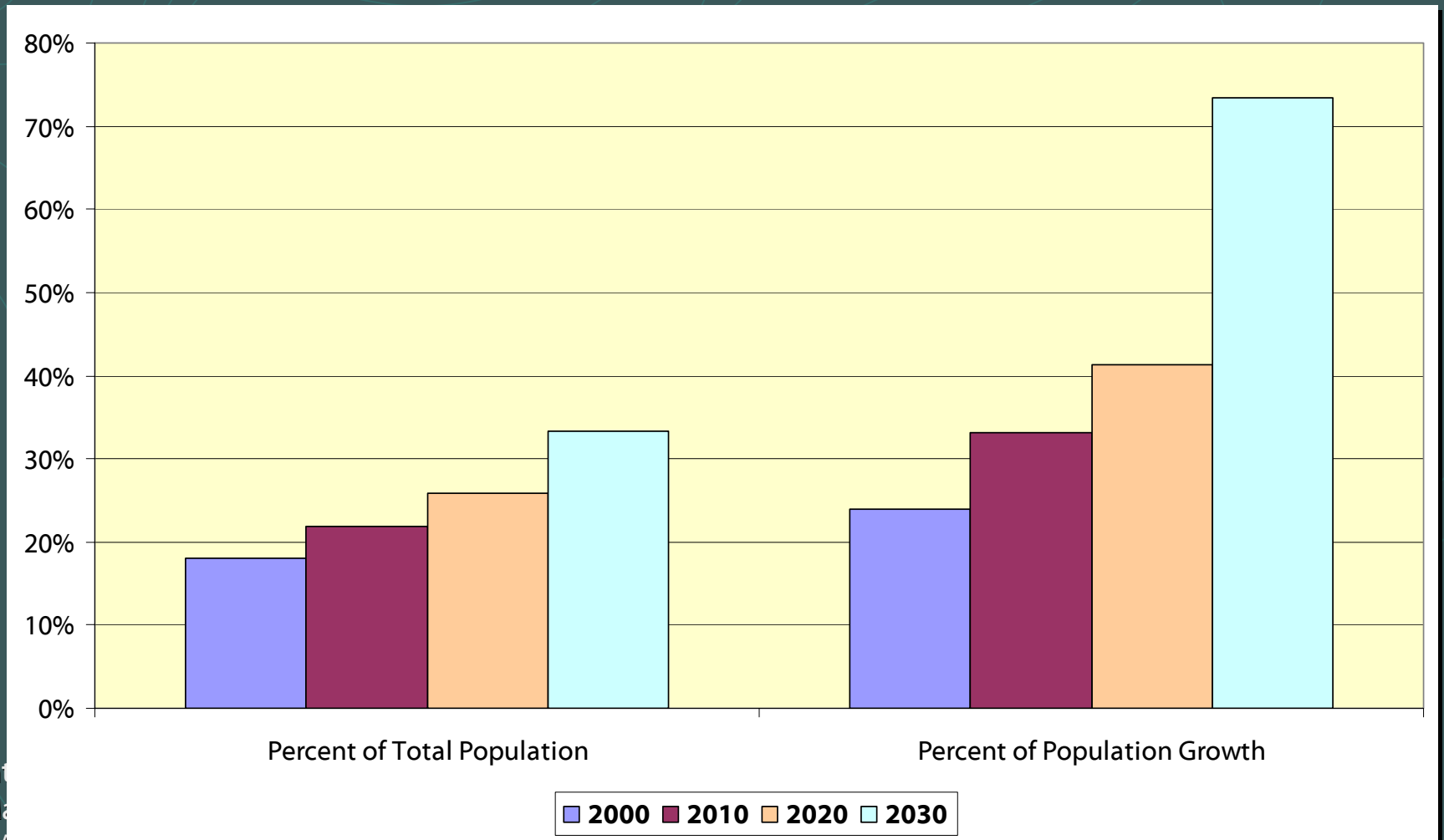


## Population and Employment



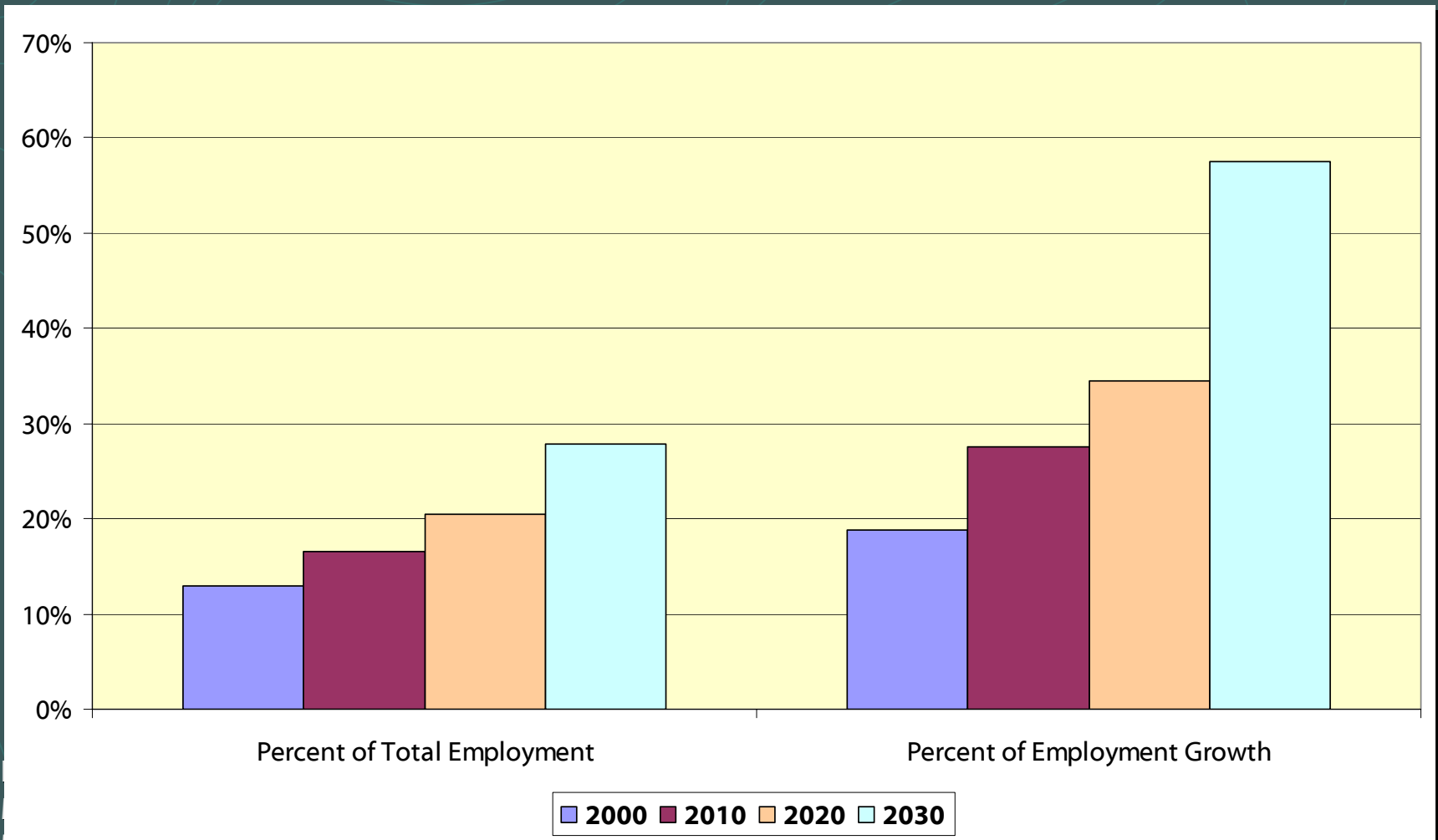
# Percent of Total Population & Percent of Population Growth

West Valley, Maricopa County, 2000-2030

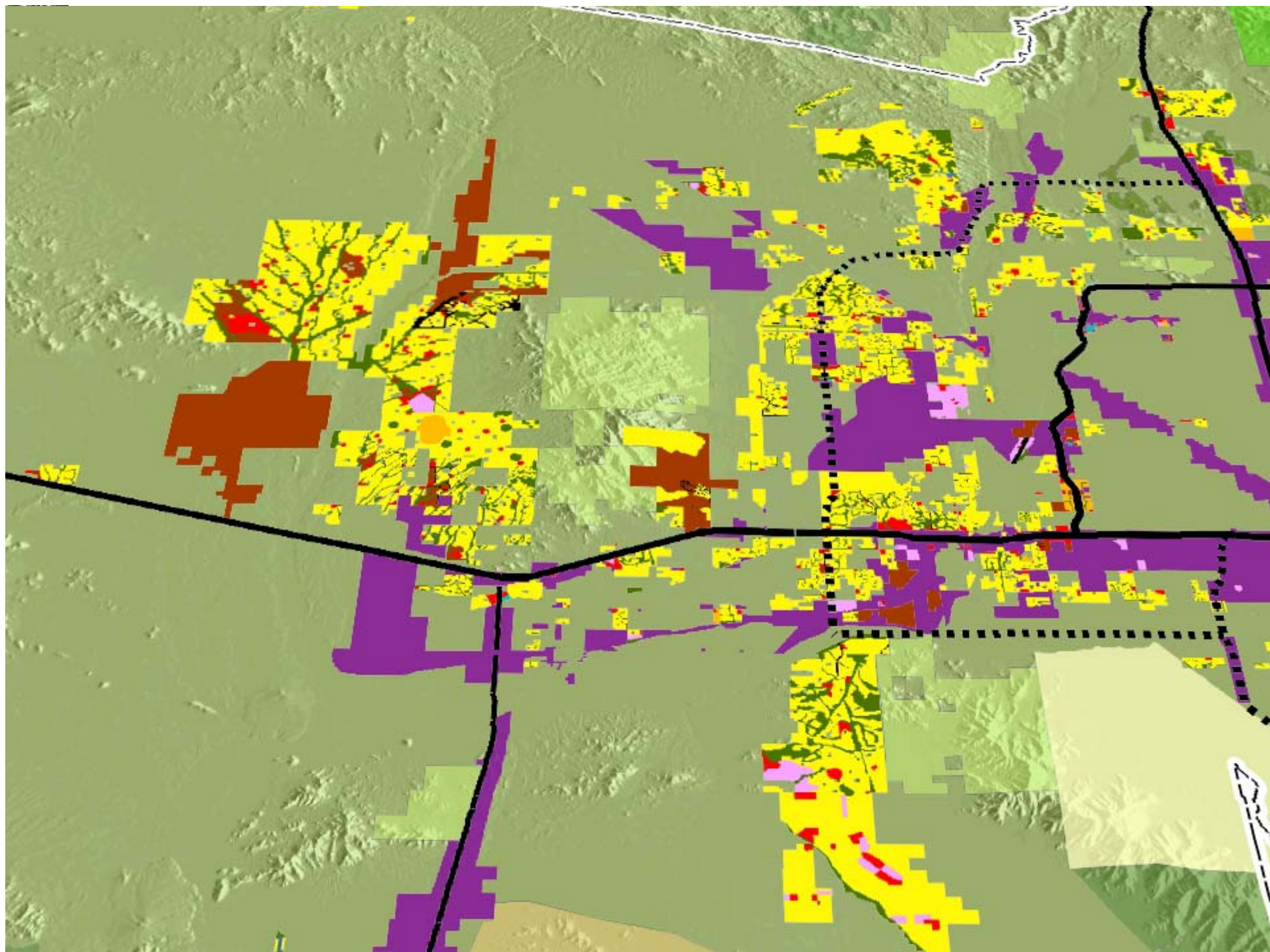


# Percent of Total Employment & Percent of Employment Growth

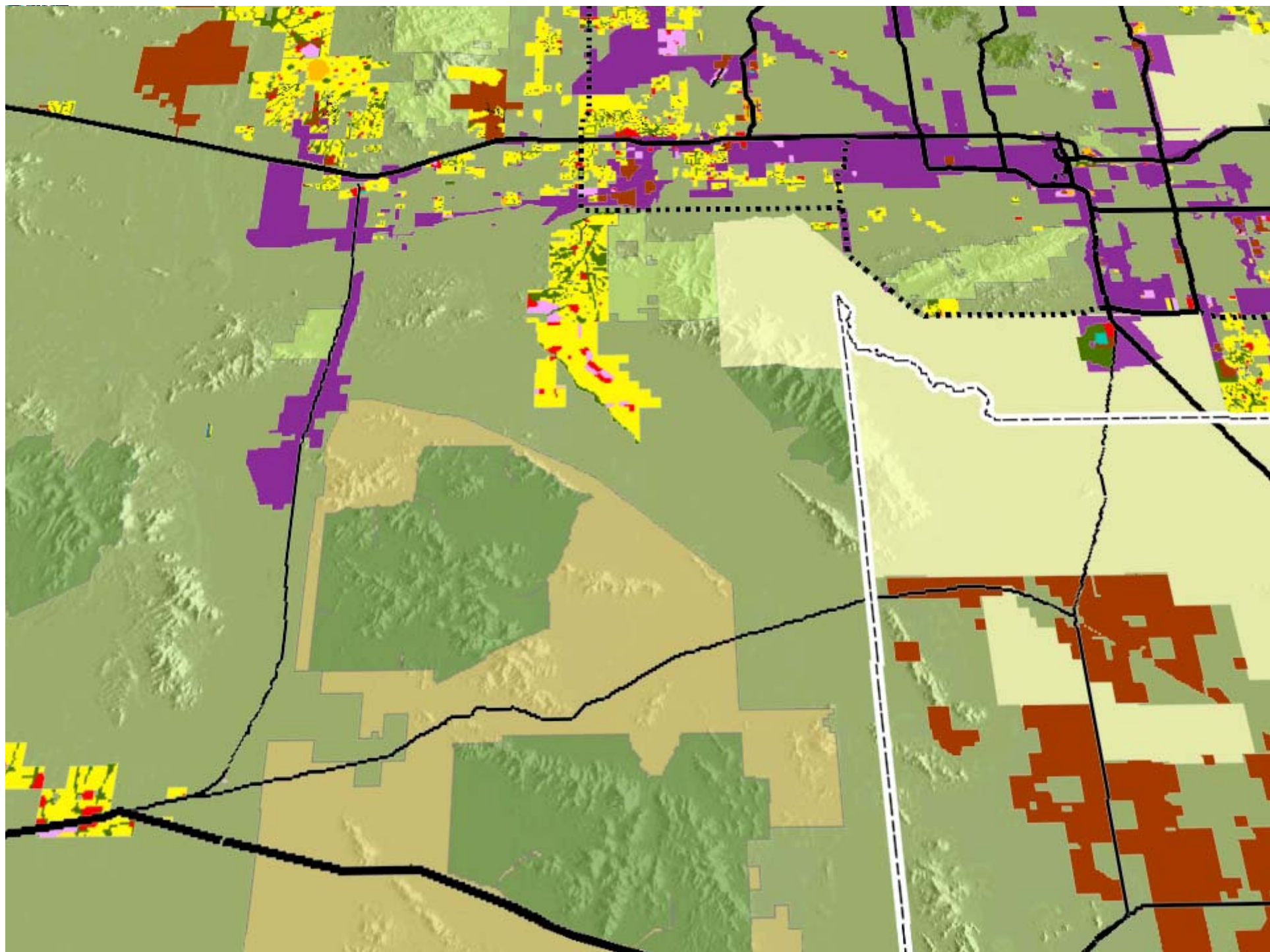
West Valley, Maricopa County, 2000-2030















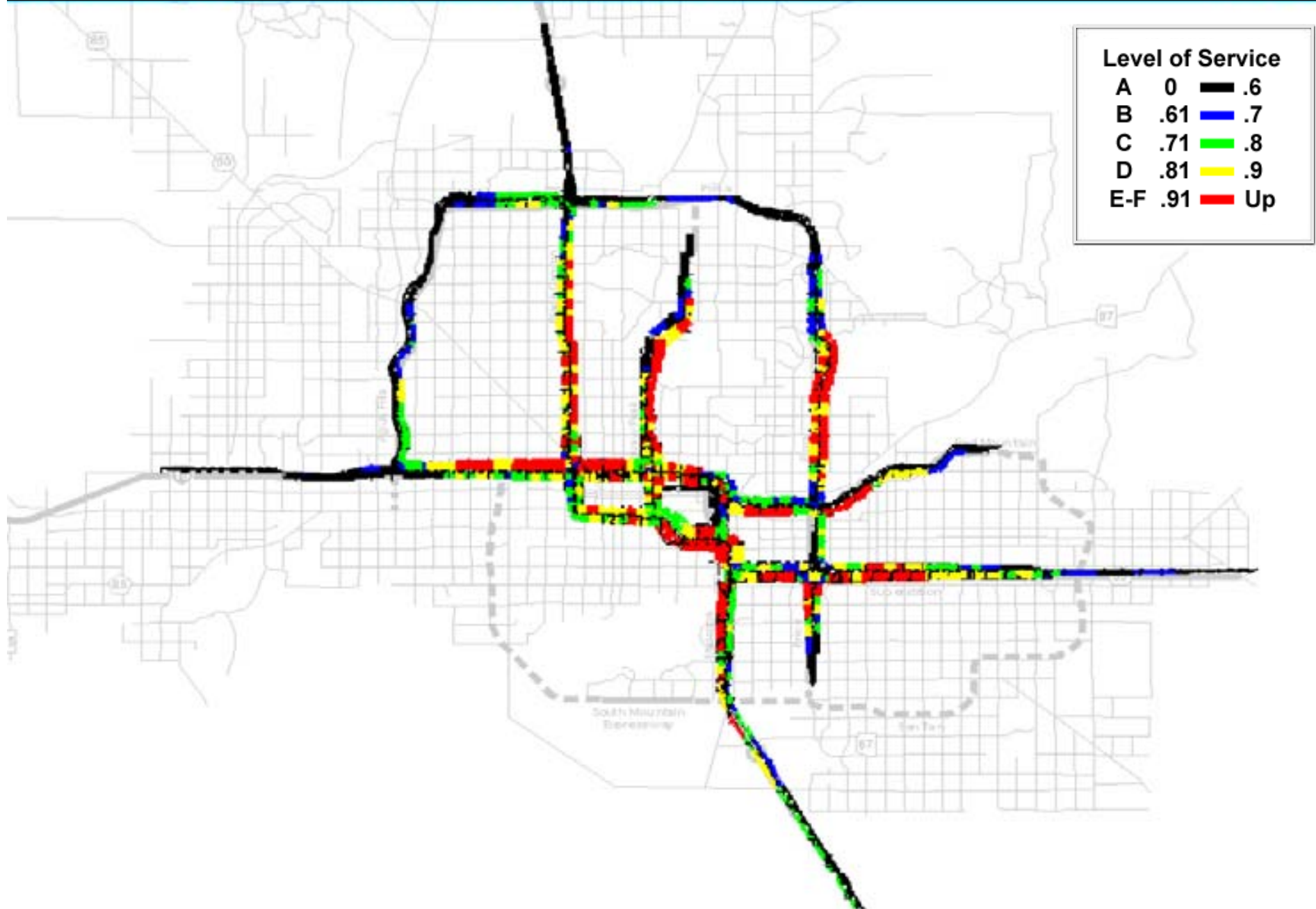
# Transportation Impacts



## Metropolitan Phoenix and Proposition 400

# Freeways – Level of Service

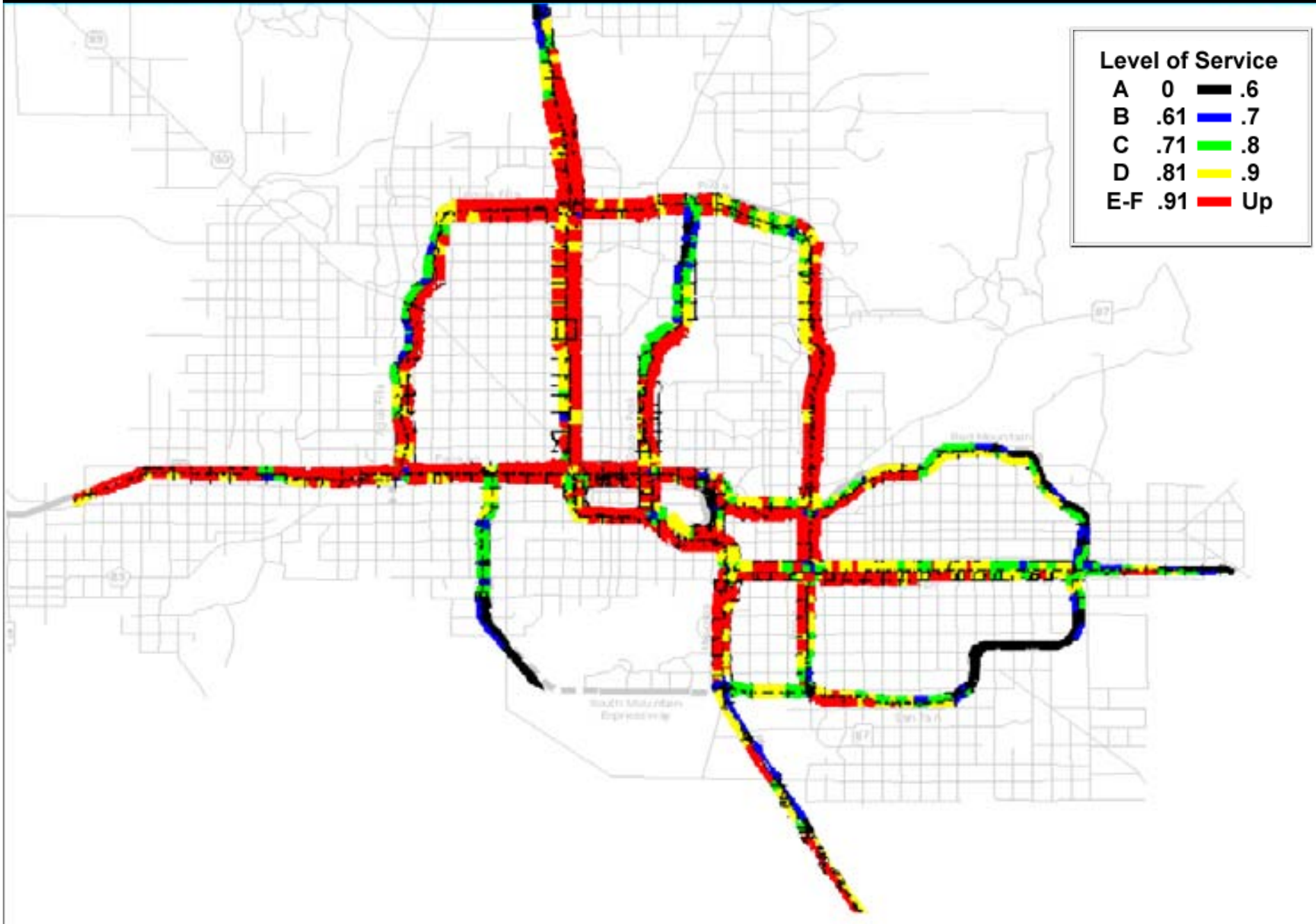
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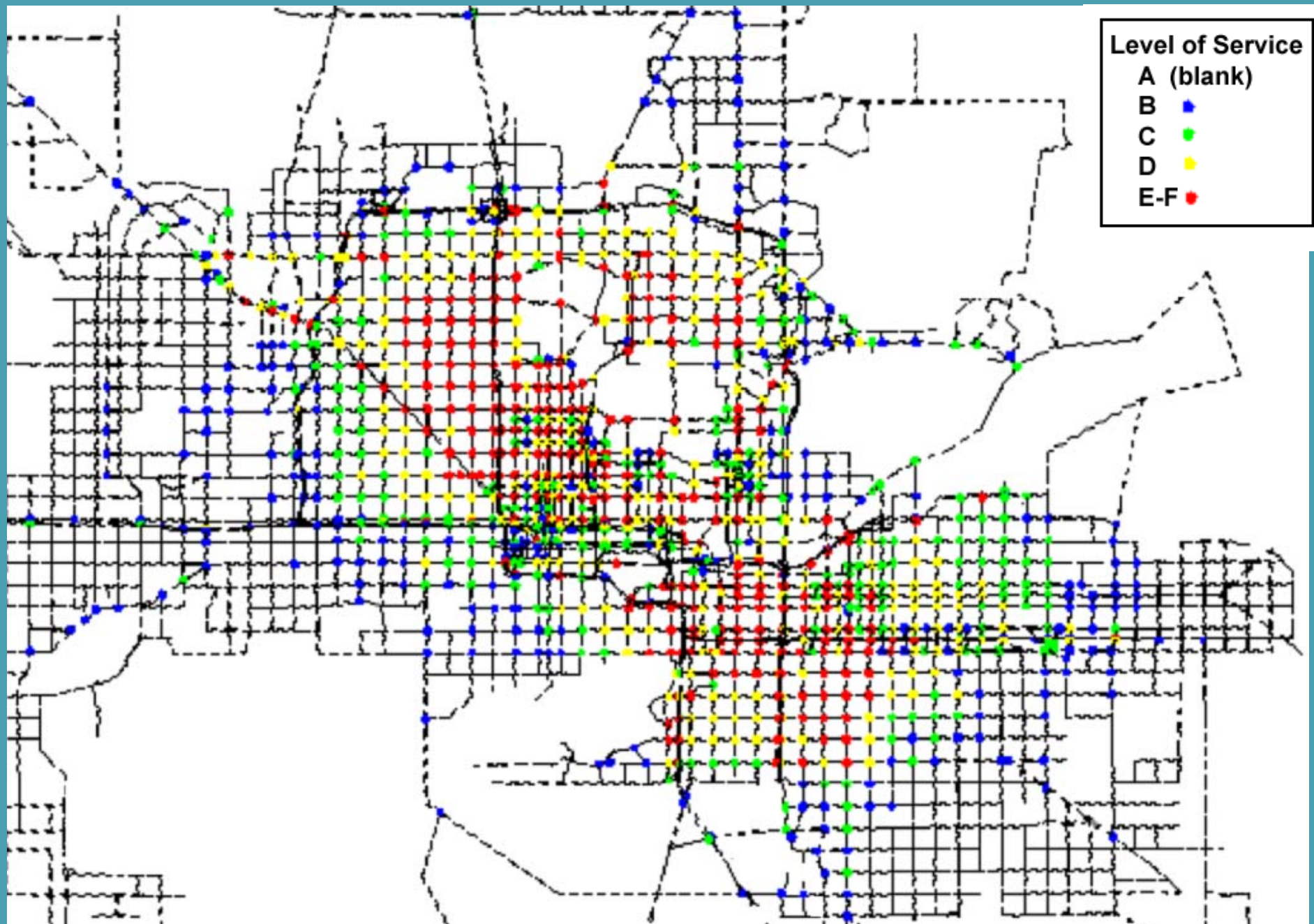
# Freeways – Level of Service

2030



# Arterials – Level of Service

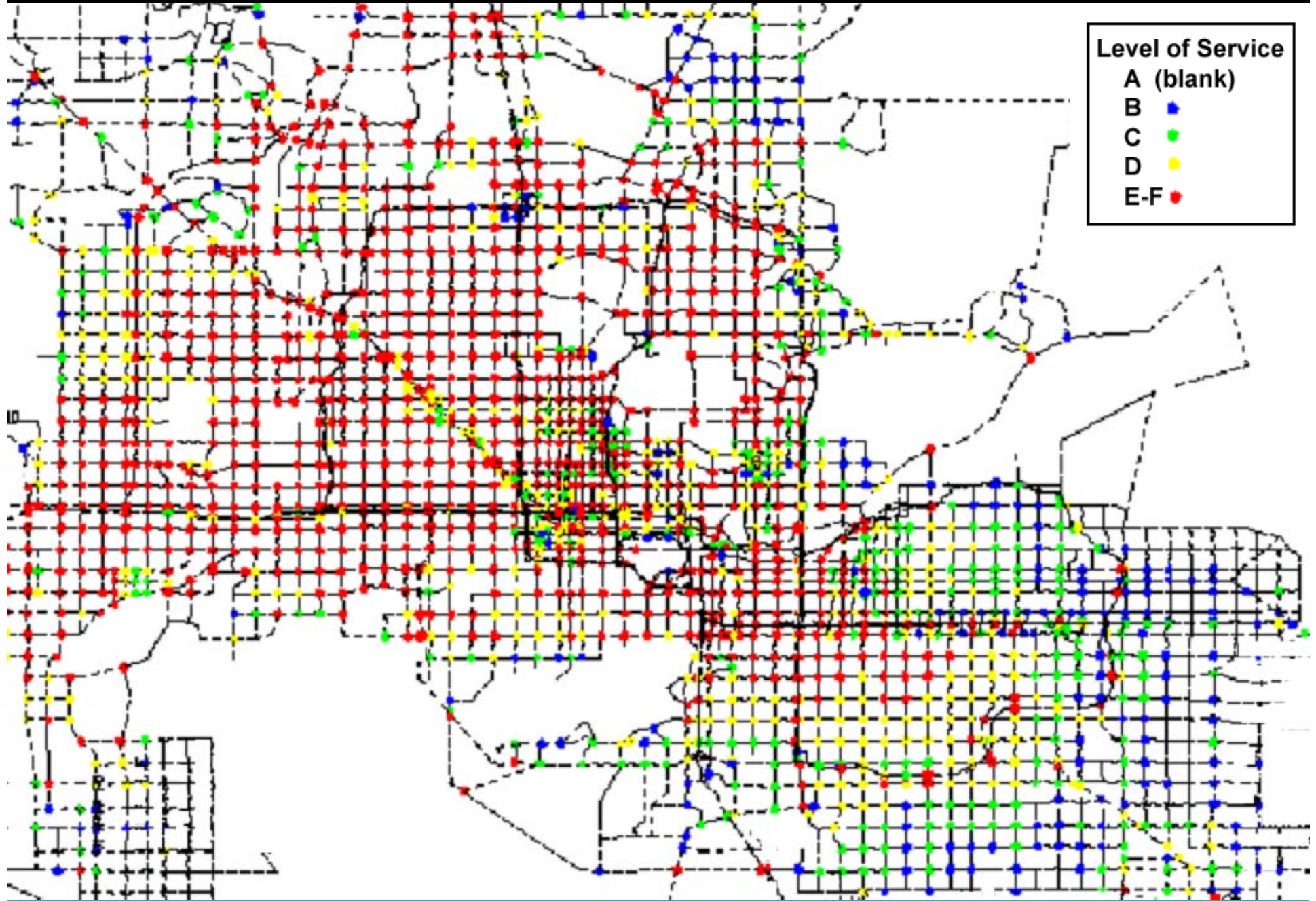
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# Arterials – Level of Service

2030



# Proposition 400

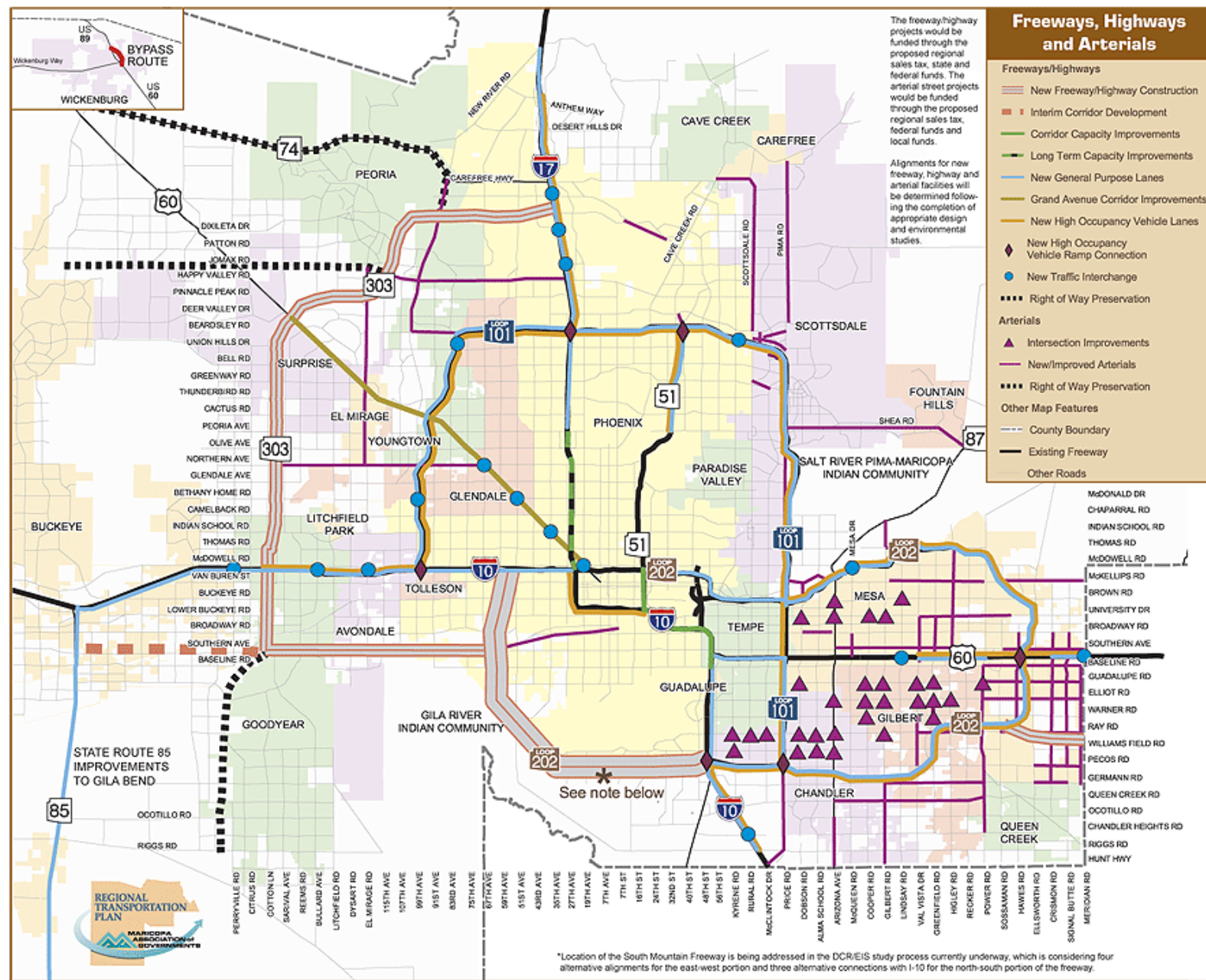
PASSED IN 2004

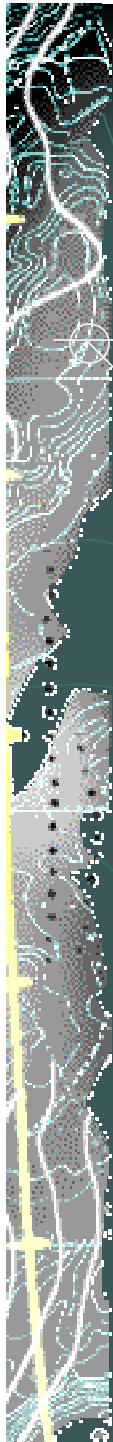
- Extension of half-cent sales tax to 2026
- Pays for 2003 Regional Transportation Plan projects
  - Freeway
  - Arterial
  - Transit

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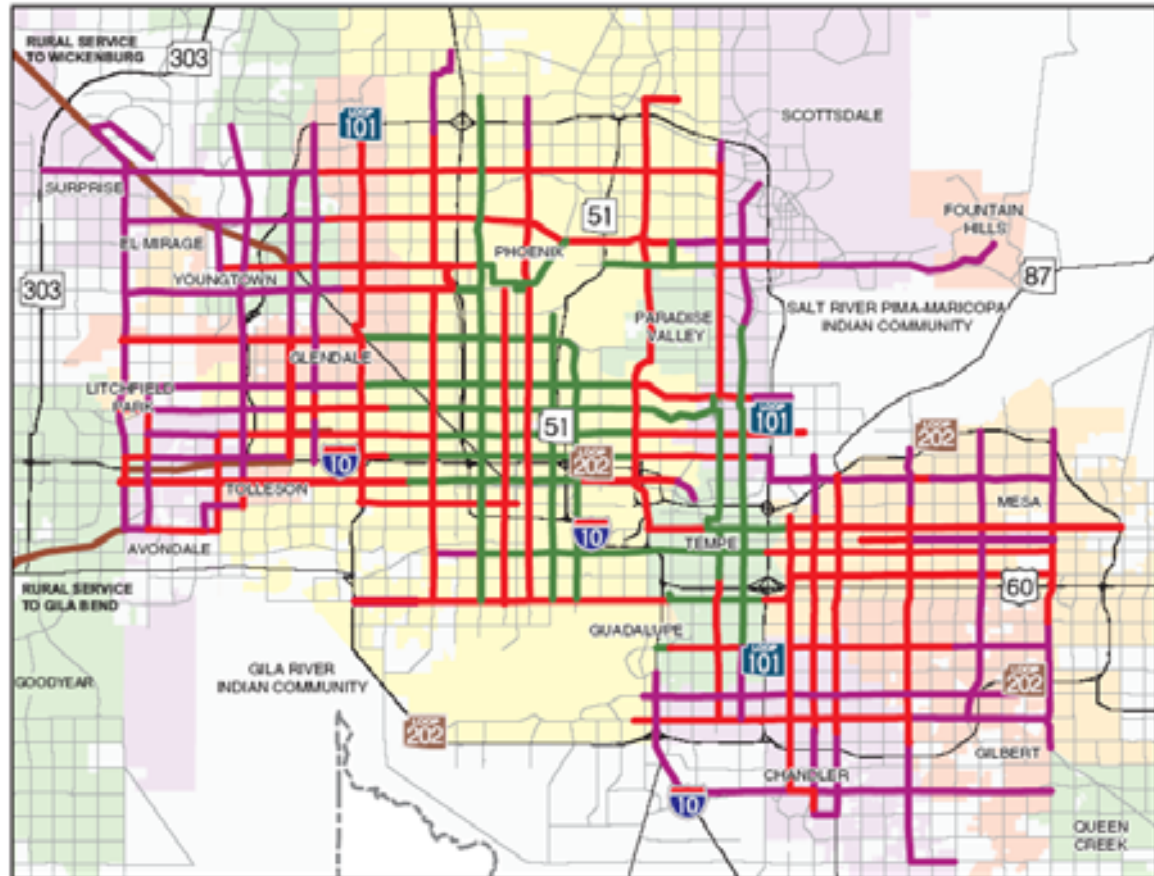








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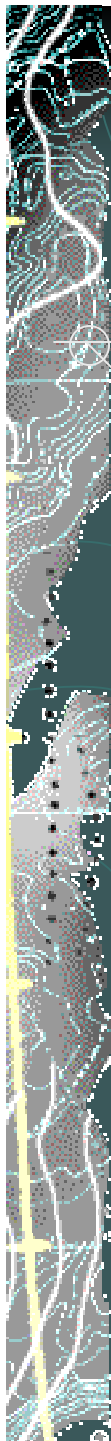
### Regional Bus System

- Current Service
- Proposed service has greater peak frequency than current service
- New Service
- New Rural Routes
- County Boundary
- Freeways/Highways
- Other Roads

The regional bus network would tie into the local bus network in your city or neighborhood.

The regional bus system would be funded through the proposed regional sales tax, federal funds and local funds.





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# Trends since Prop 400



## West Valley and Metropolitan Phoenix



# Key Transportation Issues

## GETTING TO THE WEST VALLEY

- Identification of new regional north-south high capacity corridors
- Completion and maintenance of a connected arterial roadway system in the Hassayampa Valley
- Potential expansion of the arterial or modified grid

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# Key Transportation Issues

## TRAFFIC LOGISTICS

- Connection of dispersed communities and employment centers
- Identification and implementation of multimodal opportunities
- Existing route improvements
- Identification of truck routes

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# Key Transportation Issues

## FUTURE FACILITIES

- Management of Access to Interstate 10
- Connections to SR-85 and the SR-801/Interstate 10 Reliever
- MC-85 bypass of downtown Buckeye
- Extension of SR-303L/Estrella Freeway south of the Gila River
- CANAMEX Corridor

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# Key Transportation Issues

## HIGH CAPACITY TRANSIT OPTIONS

- Expansion of Bus Rapid Transit System to the west
- Commuter rail/high capacity transit along Union Pacific and Burlington Northern Santa Fe Railroad corridors





# Interstate 10 - Hassayampa Valley Roadway Framework Study

- DMJM+Harris/Wilson & Co/PSA/CLA
- Initial Recommendations – November 2006
- Completion April 2007



# Project Goals

- Develop a roadway network in the study area
- Determine and prioritize operational safety improvements to preserve Interstate 10
- Identify framework for regional connections





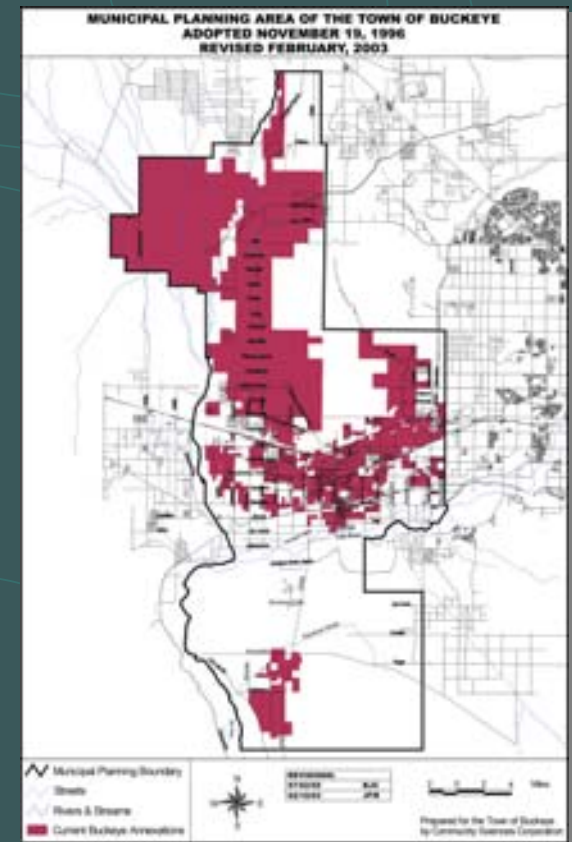
# Project Need

- Continuing development
- Few improvements
  - I-10 from SR-303L to SR-85
  - SR-85 Widening (I-10 to I-8)
  - SR-801/Interstate 10 Reliever
  - SR-303L/Estrella Freeway
- Few regional connections

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# Project Objectives

1. Develop network
2. Optimize regional access
3. Formulate priorities
4. Examine alternative mode opportunities
5. Create financing framework
6. Recommend access management system

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# Key Products

- Scope of Services
- Public Consent Plan
- Development Database
- Coordination for using MAG model
- “Known Future” Scenario
- 2030 Travel Demand Forecasts
- Build-Out Transportation Analysis
- Three Framework Scenarios
- Framework Evaluations
- Framework Recommendation
- Project Documentation
- Meetings and Minutes



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# Interstates 8 and 10 – Hidden Valley Roadway Framework Study

- Consultant to be determined
- Initial Recommendations – December 2006
- Completion July 2007





# Project Goals

- Develop a roadway network in the study area
- Determine and prioritize operational safety improvements to preserve Interstates 8 and 10
- Identify framework for regional connections
  - High Capacity Corridors – SR-85, SR-303L, CANAMEX
  - Connectivity – SR-238, SR-347, SR-84
  - Commuter Facilities – Rail, Transit

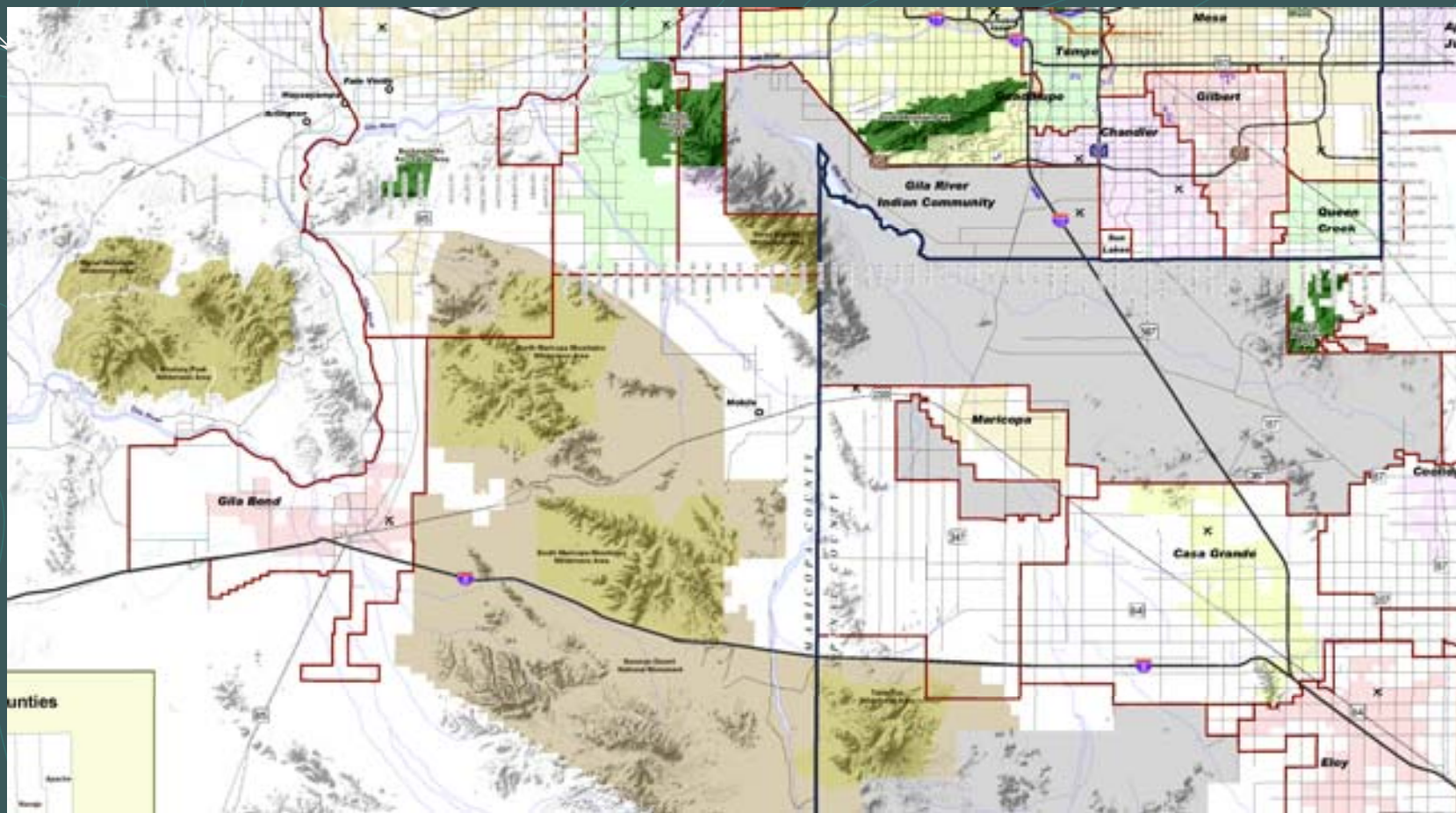
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# Study Area



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# Project Need

- Continuing Development
- Few Projects
- Connections between Maricopa and Pinal Counties
- Corridor-Definitions Studies



# Project Objectives

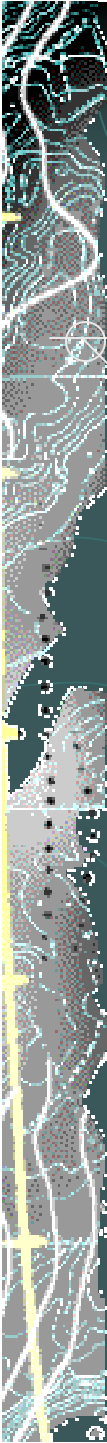
- 
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# Key Products

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- Scope of Services
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# Commuter Rail

- Consultant to be determined
- Initial Recommendations – Summer 2007
- Completion Spring 2008





# Proposition 400

- Provides \$5 million in funding for further study for commuter rail
- Newly formed ADOT-PTD will take lead on this issue
- Another \$5 million in matching planning funds specified in SAFETEA-LU will also be used
- Total of \$10 million

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# “Starter” Commuter Rail

- Concept same as light rail
- Serves a specific corridor
- Start in Maricopa and Pinal counties
- Regional corridor service following at a later date

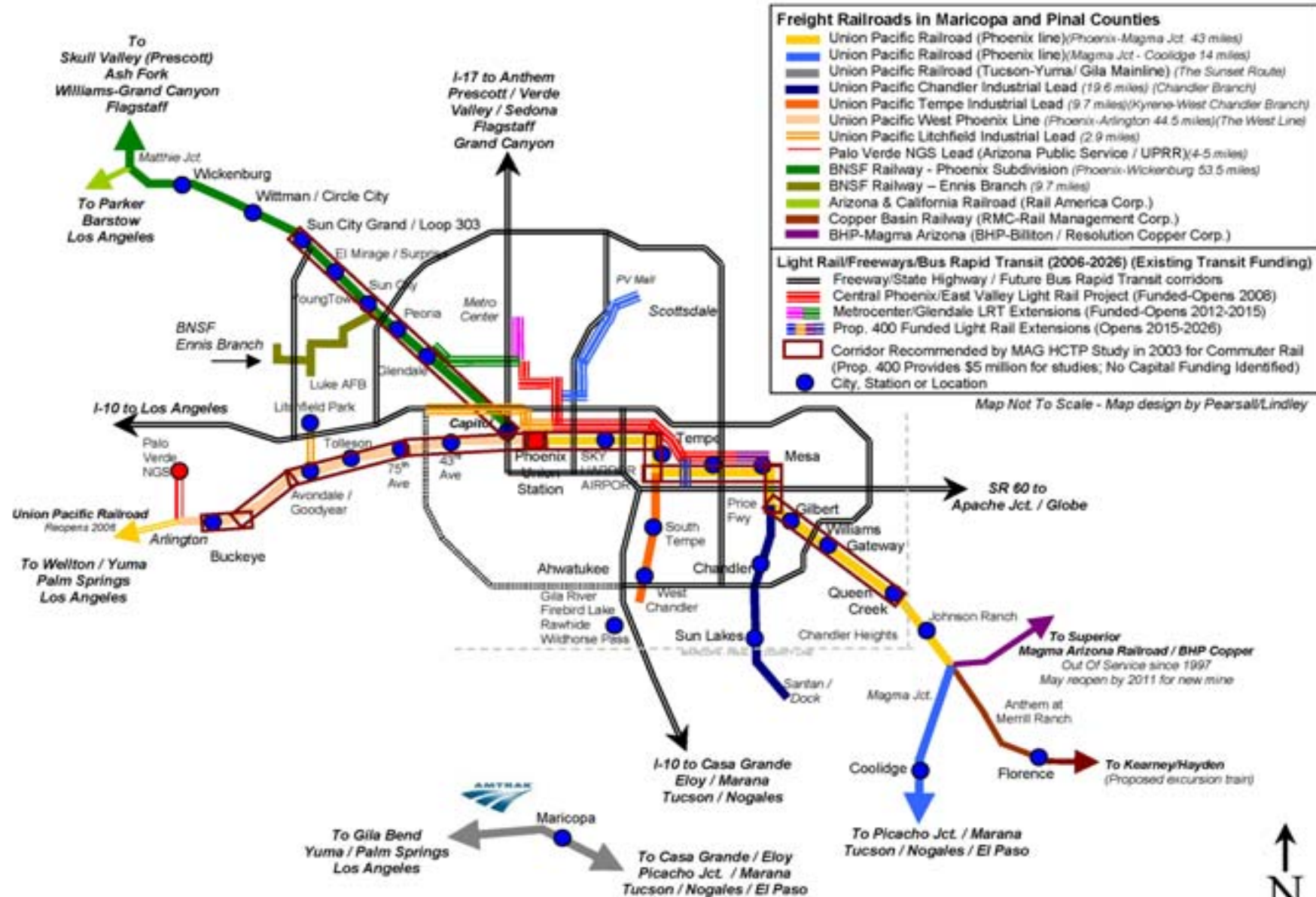
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# Metropolitan Phoenix Railroad & Rail Transit Map (January 2006)



# How Expensive?

- 
- Industry rate of \$13-\$20 million per mile
  - Price includes: two-main tracks, locomotives and passenger equipment
  - Yearly operational costs could be anywhere from \$5 - \$15 million per year
  - Rail transit authority usually picks up the tab on maintaining the tracks (\$5 million)





# Station Spacing

- The recommended distance for commuter rail stations is between three to seven miles apart
- This helps keeps speed high, schedules on-time the opportunity to serve more communities



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# Public-Private Partnership

- Partnerships are common in rail industry
- Over 25 metropolitan areas currently have joint-use agreements
- Agreements usually state that freight trains must operate at nighttime or during non-rush hours
- Double-tracking option to avoid conflicts

# Successful Programs

- 
- Involve the host railroad in the process from the beginning
  - Understandings regarding train priority
  - Fees paid by the commuter rail agency to host railroad are reached before service begins
  - Emerging practice has public agency purchasing parts of the railway that has service from host railroad



# Where to Start?



● More than likely begin with a line that links the following cities:

- Buckeye-Goodyear-Phoenix
- Surprise-Peoria-Glendale-Phoenix
- Phoenix-Tempe-Mesa-Gilbert

# Funding

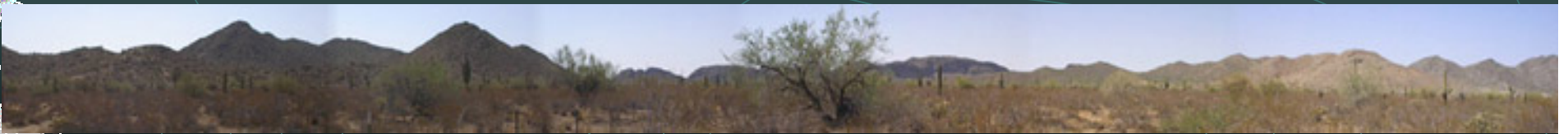


- Any recommended commuter rail system would have to be funded through one or more of the following mechanisms:
  - New transit tax (regional)
  - Transit bonding
  - Cash from the legislature
  - Funding from specific cities
  - Federal funding





# Framing the Issues



## Interstate 10-Hassayampa Valley



# Key Prop 400 Projects

## SURFACE TRANSPORTATION

- Widening of Interstate 10 – from SR-101L/Agua Fria Fwy to SR-85
- Widening of SR-85 – from Interstate 10 to Interstate 8
- New SR-801/Interstate 10 Reliever Freeway – from SR-303L/Estrella Fwy to SR-202L/South Mountain Freeway



# Key Prop 400 Projects

## TRANSIT INITIATIVES

### ● Bus Rapid Transit Facility

- Interstate 10 Corridor – from SR-85 to Downtown Phoenix
- SR-303L/Estrella Freeway Corridor – from Interstate 10 to US-60/Grand Avenue
- Bell Road Corridor – from SR-303L to SR-101L

### ● Rural Bus Service on MC-85 and SR-85


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# Future RTP Updates

- 
- 2007 Update of Regional Transportation Plan – beginning in 2006
    - Interstate 10/Hassayampa Valley Roadway Framework Study
    - Interstates 8 and 10/ Hidden Valley Roadway Framework Study
    - SR-303L Extension to Southeast
    - High Capacity Commuter Rail Study
  - 2011 Update of Regional Transportation Plan – beginning in 2009

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# More Infrastructure!

- Metropolitan Phoenix could have the same population as the Chicago area has today by 2040
  - Centuries of infrastructure
- Buckeye could resemble current population of Phoenix by 2040
  - 60 years of infrastructure

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# Where is the money for transportation?

- Local Taxes
  - County and city sales taxes
  - General funds
- Federal Funds
  - Increasing with reauthorization
  - Focus on state and regional facilities
- State Highway User Revenue Fund (HURF)
- Private Sector
  - Local development and impact fees
  - Exactions and dedications

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# Address Funding

- Should growth pay for growth?
- What are the region's responsibilities?
- What is Maricopa County's role?
- What should the State do?
- Does the federal government play a part?



# Funding Realities



- Gas Tax

- Sales Tax

- Development Contributions

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# Region Concerns

- Interstate 10
  - Regional Freight Corridor
  - Federal Preservation
  - Limit Access
- US-60/Grand Avenue
- SR-303L/Estrella Freeway
- SR-801/Interstate 10 Reliever

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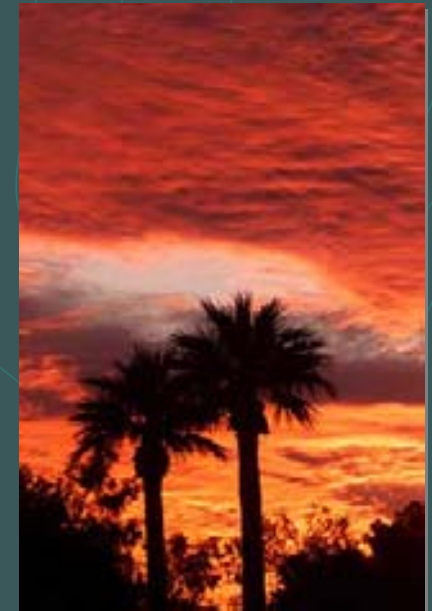
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# Rhetoric aside . . .

- Protect current investments
- Encourage regional connections
- Establish sustainable transportation framework
- Manage the future



Thank You!



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Bob Hazlett

Project Manager

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